

CHAMPAGNE
Chas. Loubet & Co.
EXTRA SEC.
Per Case 1 doz. qts. \$42.00
2 doz. qts. \$84.00
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458, Queen's Road.

The China Mail.

ESTABLISHED 1843.

KING EDWARD VII.
SCOTCH WHISKY
WHITE LABEL.
PER DOZEN \$15.00.
SOLE AGENTS:
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
458, Queen's Road.

No. 13,261

號二月十年五零百九千一英

HONGKONG, MONDAY, OCTOBER 2, 1905.

日四初月九年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required of them.

PRICE:
\$16.50 PER CASE OF 7 DOZ. PINTS.

MACWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

LOST.

A Large, Curly-Haired, Dark-Grey, ALFREDA TERRIER—Estate of No. 2134 on Collier. Reward Notice C. SCOTT, c/o Messrs Butterfield & Swire. Hongkong, September 27, 1905. 1858

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous goods for storage in all Ventilated and Lighted EUROPEAN FIRST-CLASS GODOWN. CENTRAL POSITION. Rate of Fire Insurance 1% only. For Particulars, apply to LUTGENS, EISENMANN & CO. Hongkong, July 19, 1905. 1380

CHINESE IMPERIAL VERMONT GO 7 PER CENT
SILVER LOAN OF 1896, E.

35th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this Loan will be Payable at the Office of the Corporation on or after the 30th September, 1905.

List of Drawn Bonds can be obtained on application to the Undersigned. For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents in the Loan, J. R. M. SMITH, Chief Manager. Hongkong, September 29, 1905. 1851

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the Liquidators are prepared to distribute a first and final DIVIDEND of Two Dollars and Twenty-six and Seventy-eighths cts. per Share to the Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, Alexandra Buildings, Des Voeux Road, Hongkong. JOHN D. HUMPHREYS & SON, Liquidators. Hongkong, September 22, 1905. 1728

NIFFON LAUNDRY.
No. 52 and 53, PRINCE STREET.

ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate. G. MONY, Proprietor. Hongkong, February 13, 1905. 908

THE HONGKONG FROZEN FOOD SUPPLY.

On and after MONDAY, the 18th September, 1905, the Depot in WYNDHAM STREET (DAIRY FARM DEPOT) will OPEN at 6.00 A.M. instead of 6.30 A.M. Hongkong, September 14, 1905. 1678

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

M. THE KING
and
THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels and to be obtained from all the Principal Grocers.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: K. WILSON BAY. OFFICES & STORES: No. 29, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. EATSHAN, 2,280 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAW, 1,995 tons, Captain J. J. Lorus.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).

Departures from CANTON to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamblin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LIND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentino.
s.s. NANNING, 589 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MARSHALL, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

FOR CANTON.

THE new and fast Twin-Screw Steamer **SAN CHUNG**, 951 Tons, Captain J. MCGINLEY, will leave for Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 8 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals \$1 each. Cargo Freight very moderate.
OHONG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central. Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamers **KWONG OHONG**, 1,300 tons, Captain T. R. MEAD. **KWONG TUNG**, 1,238 tons, Captain H. W. WALKER. Leave Hongkong for CANTON at Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted). These fine new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins. Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. **SHIU ON S.S. CO., LTD.** and **YUEN ON S.S. CO., LTD.**, No. 8, QUEEN'S ROAD WEST. Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI'
CAPTAIN T. AUSTIN, R.N.R.
THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 A.M., and on SUNDAYS at 8.30 A.M. Departs from MACAO on Week days about 2.30 P.M., and on Sundays at 5.30 P.M.
Fares:—Week Day 1st Class, including Cabin and servant, Single \$3. Return \$5. 2nd class \$1.50. 3rd Class 50 Cents. Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single 30 Cents, Return 50 Cents. Storage 10 Cents.
Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.
First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Return Ticket will be available for the following day.
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
SAM WANG COY.
81, Queen's Road Central. Hongkong, June 1, 1905. 1064

榮 CHEE WING & CO. 敬

HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIPE IRON, &c.
Sole for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905. 1237

D. MAHER,

77, WYNDHAM ST., HONGKONG.
ALL Kinds of SEWING MACHINES BOUGHT, SOLD or EXCHANGED. Repairs executed, expert advice given on all Classes of Sewing Machines. Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905. 1239

ROYAL TOBACCO FACTORY.

2, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. P. SPIROPOULOS, Proprietor. Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

Hongkong, April 18, 1905.

SELECT BOARD & RESIDENCE AT 'BRAESIDE'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Miss F. W. WAITS,
BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TANG YUN').
Hongkong, June 19, 1905. 97

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Salon at the above address. We make Cleanliness a Specialty.
VICENTE BARNICILLA, Proprietor.
Hongkong, April 10, 1905. 453

Business Notices.

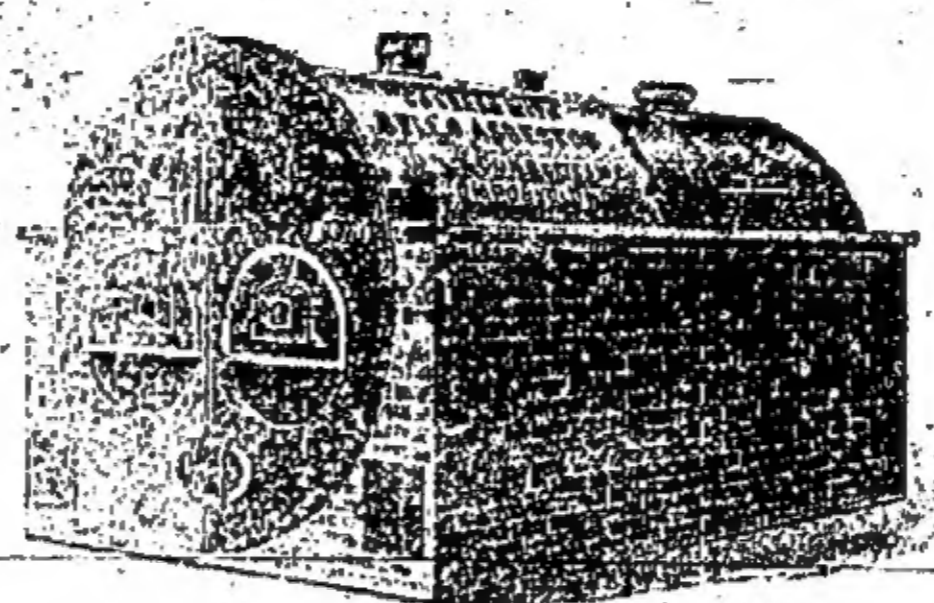
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

NEW GOODS FOR ALL DEPARTMENTS
NOW ARRIVING.

GROUND FLOOR: GENTLEMEN'S OUTFITTING, Hosiery, &c. HARDWARE, ELECTRO-PLATE, CUTLERY, GLASS-WARE, CRICKET, TENNIS, FOOTBALL, HOCKEY AND CROQUET GEAR. GROCERIES, WINES AND SPIRITS. SHIPCHANDLERY DEPARTMENT.

FIRST FLOOR: PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c. PAINTING, GENERAL OFFICES.

SECOND FLOOR: FURNISHING, UPHOLSTERY, CARPETS, BED-STEADS, HOUSEHOLD LINEN, &c. LADIES' COSTUMES, BLOUSES, KIRTS, HATS, RAIN COATS, UMBRELLAS, SUNSHADES, &c.

ELEVATOR.

LANE, CRAWFORD & CO.

STAG HOTEL,

149, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED, WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER. Hongkong, November 3, 1904. 1885

HOTEL BALTIMORE (LATE HOTEL AMERICA) 2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS. RATES MODERATE. 29, WYNDHAM STREET. Hongkong, September 6, 1904. 1639

N. LAZARUS,

OPTICIAN, 10, D'AGUILAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES. A. S. TUXFORD, Manager. Hongkong, October 1, 1901. 1797

LEE LOONG & CO., FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL (Next Door to H. PRIOR & Co.)
ALL Kinds of FURNITURE, CARVED CANTON BLACKWOOD, CROCKERY and GLASS WARE, KITCHEN UTENSILS, &c., &c. AT MODERATE PRICES.
Hongkong, September 21, 1905. 1739

GREGOR & CO., 34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

BURGUNDIES
FROM
BOUCHARD PERE & FILS,
BEAUNE, BURGUNDY.

AWARDS:
76 GOLD MEDALS & DIPLOMAS
AT VARIOUS EXHIBITIONS.

Hongkong, October 2, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, September 30, 1905. 2668

FAIRALL & CO

NEW KID AND SILK BELTS.
EMBROIDERED LINEN ROBES AND BLOUSES.

NEW RIVER HATS.

NEW ADDRESS:—HOTEL BUILDINGS,

7 AND 9, PEDDERS STREET.

Hongkong, September 9, 1905. 1056

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

[219] A. F. DAVIES, Acting Manager.

The Peak Hotel

ADAMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles. A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL. Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET. ougkong, March 27, 1905. CABLE ADDRESS: 'PEAKHOTEL' 19

PHOTO SUPPLIES LONG, HING & CO., 17, QUEEN'S ROAD.

Hongkong, August 10, 1905. 1812

BERKEFELD FILTERS

IN GLASS AND STONEWARE

BERKEFELD PUMP FILTERS.

THESE FILTERS REMOVE ALL GERMS FROM WATER AND THUS PREVENT TYPHOID AND MANY OTHER DISEASES

VICTORIA DISPENSARY, Queen's Road Central.

W. BREWER & CO

23 and 25, QUEEN'S ROAD.

LOCAL BOOKS.

THE PATH OF THE CLASSICS: The Chinese Classics in Everyday Life or Quotations from the Chinese Classics in Colloquial Use, by J. Dyer Ball ... \$2.00
Macao—the Holy City—The Gem of the Orient Earth, by J. Dyer Ball ... 1.50
A Hand-Book of the West River. Short Description of the Chief Places of Interest; Beautifully Illustrated ... 1.00
Pastures New—A Trip on the West River, by Captain Thomas ... 1.00
A Book for the Globe Trotter—from Hongkong to Canton by the Pearl River, with Maps and Illustrations, by Captain Lloyd ... 1.50
The Tourist Guide to Canton, the West River and Macao, by Hurley ... 1.50
A View Book of Hongkong, Canton and Macao; 24 Views ... 1.00

AQUARIUS



SPARKLING MINERAL TABLE WATER Qts., Pts., & Splits
SILENT WATER
STONE GINGER BEER
GINGERALE
LEMONADE
TONIC WATER

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,
14, QUEEN'S ROAD CENTRAL.
Hongkong, December 27, 1905.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
FINCEN-NEZ AND EYE PRESERVES
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

HOTEL MANROSE, opposite the New Post Office site.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN GRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

88, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)

HEAD OFFICE: 1-1, SHIBUYA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: 1-PRINCE'S BUILDINGS, 101 HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Souchabaya, Manila, Amoy, Shanghai, Cebu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Fukuoka, Nagoya, Osaka, Kobe, Maderura, Kure, Shimonoseki, Moji, Waka, Matsuyama, Karatsu, Kuchino, Sasebo, Malabar, Mito, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUMI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines, SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Munakata, Oita, Kumamoto, Saga, Nagasaki, Kyushu, Shikoku, and other Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

BROOKETON COLLIERY

IS Prepared to Supply **BUNKERS** alongside the Wharf at **LABUAN**, to any steamer calling there. Prompt despatch. For particulars as to Price, etc., please apply to the Undersigned.

FRESH WATER can also be obtained at the Wharves.

Steamers of any draft can be berthed.

EAST ASIATIC TRADING CO.,
FOR AGENTS.

Hongkong, September 16, 1903.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

PRIZE MEDAL. PHILADELPHIA EXHIBITION 1876.

JOHN OAKLEY & SONS

WELLINGTON EMERY & BLACKLEAD MILLS LONDON

EMERY GLASS BLACK CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

UNEQUALLED For
HIGH QUALITY,
EXQUISITE FLAVOUR & DIGESTIBILITY.

van Houten's Cocoa

"Pure and Unmixed."—THE LANCET.

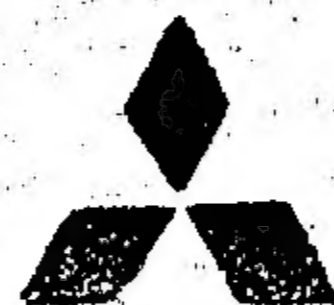
"In flavour it is perfect."

THE BRITISH MEDICAL JOURNAL.

None of the numerous Cocos have as yet equalled Van Houten's in solubility, agreeable taste, and nutritive properties.—HEALTH.

BEST & GOES FARTHEST.

Intimations.

**MITSUMI BISHI CO.**

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSUMI BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: B. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: CHANGING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Yamaguchi and Kani-Yamada Collieries, and also Hojo Colliery which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kijima, Komatsu (Tagawa) and Yashimochi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

Hongkong, March 11, 1903.

77

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
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11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 a.m. Every 10 minutes.
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12.30 a.m. to 1.00 a.m. Every 10 minutes.
1.00 a.m. to 1.30 a.m. Every 15 minutes.
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4.30 a.m. to 5.00 a.m. Every 10 minutes.
5.00 a.m. to 5.30 a.m. Every 15 minutes.
5.30 a.m. to 6.00 a.m. Every 10 minutes.
6.00 a.m. to 6.30 a.m. Every 15 minutes.
6.30 a.m. to 7.00 a.m. Every 10 minutes.
7.00 a.m. to 7.30 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
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disease themselves, but that their tissues are overladen with incompletely transformed foodstuffs, and, therefore, do not provide a completely organized tissue for the human organs to feed upon.

I am quite at one with Dr. Russell that the cure of consumption rests on increasing the digestive capacity and improving its nutrition. There is, however, a further point, and on this, probably, temperance people may misunderstand me, but I am bound to say it—I look upon the liquor of grains as one of the most important causes of the failure of the English people; that is to say, the beer of old England. To my mind, it is not the alcohol in the beer, but it is the waste which is obtained from the barley, wherein consist the merits of the beverage. There are two things which I consider very valuable in promoting the growth of the English race—one has been the beer, and the other has been the old English dish of "turminty," made of barley corn. I especially want to emphasize the fact that the beer originally drunk was much more of the nature of barley tea than is the beer of to-day.

Any one who has been to the old farmhouse, however, will know what I mean when I speak of sweet wort, which is really malt tea. It is composed of malt barley put to water, and soaked in large quantities, and the liquor, on being drawn off, is really strong sweet beer. In my opinion, there is the essential value of the barley beer, or as it really was, malt tea. I believe in that form of beer—I think alcohol is an injurious addition to make it keep.

This malt tea, said Dr. Oldfield in conclusion, contains a great amount of nerve food, and we use it in our hospital to a considerable extent.—Standard.

SHARE REPORT.

In the weekly share report, dated 29th September, Messrs Vernon and Smyth state:

Cash business has been fairly active during the week, and rates have ruled firm with a few important exceptions. In the present state of the market a drop in rates should not be taken too seriously, as in most cases it is due to forced sales on a small and restricted market, while on the other hand a sudden rise in rates is attributable in many cases to impatient demand which cannot be immediately satisfied; the latter condition, however, is less frequent than the former, as tight money amongst the Chinese, the inducement to realize dollar stocks at the ruling high rate of exchange, and the influence of the monthly settlements, are strong features of the market at the present time.

Banks.—Hongkong and Shanghai have been negotiated at \$9.40, closing steady at that. National unchanged and without business.

Marine Insurance.—A few old lots of Unions effected hands in the early part of the week at \$7.85, and later a fair business was transacted at \$7.8, market closing at \$7.81 with buyers. China Traders have found a fair number of buyers at \$7.9 and a good business has been put through at that rate. Canton, on the issue of their Report, have improved to \$3.75, with a sale and support. The managers recommended a dividend of \$2.00 per share, placing \$800,000 to reserve fund, \$5,000 to re-insurance fund, and carrying forward to the current year's account \$211.54. 37, an account which has been received with much satisfaction by the shareholders. China are quiet and without business. Yangtze remain unchanged and without business.

Five Insurance.—Hongkong have improved to \$3.40, after sales at \$3.37, the market closing with a few sellers. China have also ruled firm and the rate has risen to \$3.41 without sales.

Refineries.—China Sugars, with a few settlement shares on the market, have continued weak, and sales have been made at rates under \$2.30, the nominal quoted price during the week. The market closed firm at \$2.30. Luzon have been placed at \$1.55, and close with sales.

Mining.—We have nothing to report under this heading.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks, after further small sales at \$1.25, suddenly fell to \$1.17 with sellers, and the rate had to be dropped further to \$1.14 before sale was effected. At that rate a good many shares changed hands, and with an insufficient number to supply the demand the prices rose to \$1.15, which they closed with buyers. Steam Water-bus at \$1.04, without sales. Farman have ruled between \$1.45 and \$1.45, closing at \$1.44 buyers.

Lands, Hotels and Buildings.—Hongkong Lands close weak at \$1.25 without business. Kowloon Lands have found buyers at \$1.00. Humphreys at \$1.25 and West Point at \$1.35. Hotels are quiet at quotations.

Cotton Mills.—No change or business to report.

Miscellaneous.—China Provident have changed hands at \$8.90 and \$9.00. Dairy Farms at \$1.71. Green Island at \$2.75 and \$2.80 (in small lots). Steam Water-bus at \$1.04 and Powell (old) at \$1.2. Watsons are enquired for at \$1.44.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.

61, QUEEN'S ROAD CENTRAL,
Hongkong, July 28, 1904.

DR. M. H. CHAU,
THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.

37, DES VŒUX ROAD CENTRAL,
From the University of Pennsylvania,
U.S.A.
Hongkong, July 22, 1905.

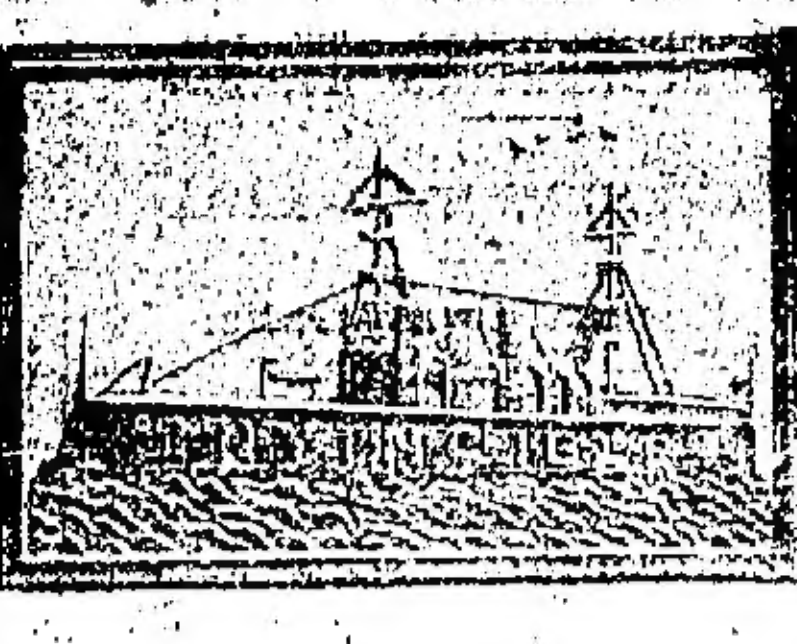
SIEN TING,
Surgeon-Dentist,
No. 14, D'ARQUILLA STREET.

TERMS VERY MODERATE
(Conservation Fee).
Hongkong, April 24, 1905.

GEO. ANGUS & CO.,

LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Gears, &c.CANVAS ROPE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

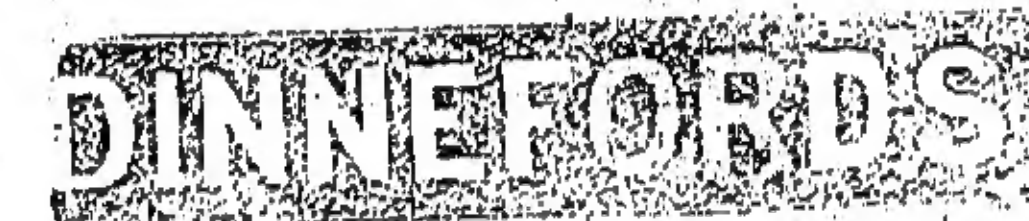
DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bileous Affections,
and the
Pain of Pregnancy.

Radiant Beauty.

of the skin may be enhanced by using

'DARTRING'

'LANOLINE' TOILET SOAP

It feeds and cleanses the skin
Demands the 'DARTRING' Brand
Wholesale by: Holborn Viaduct, London, E.C.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUR.
Oct. 3	M. M. Polynesian	Ma sailles	Sept. 1	Nov. 31
Oct. 7	P. & O. Nubia	London	Nov. 4	Nov. 21
Oct. 11	G. M. S. Bayern	Hamburg		

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.
Oct. 18	C.P.R. Empress of China	Vancouver.	Nov. 23
Nov. 1	do. Empress of India	do.	Dec. 21
Nov. 15	do. Empress of Japan	do.	1906
Nov. 29	do. Empress of China	do.	Jan. 18
Dec. 13	do. Empress of India	do.	Feb. 15
Dec. 27	do. Empress of Japan	do.	Mar. 15
Jan. 10	do. Empress of China	do.	Oct. 12

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUR.
Oct. 18	P. M. S. Siberia	San Francisco	Nov. 3
Oct. 31	P. M. S. Mongolia	do.	Nov. 14
Nov. 7	P. M. S. China	do.	Nov. 28
Nov. 21	P. M. S. Doris	do.	Dec. 10
Dec. 5	P. M. S. Manchuria	do.	Dec. 29
Dec. 19	P. M. S. Korea	do.	1906
Dec. 3	O. & O. Coptic	do.	Jan. 12

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUR.
Oct. 4	E. & A. Australian	Sydney.	Oct. 25
Oct. 18	C. N. China	do.	Oct. 29
Oct. 31	G. M. S. Prince Waldemar	do.	Nov. 8
Nov. 14	C. N. S. S. Empress	do.	Nov. 23
Nov. 28	G. M. S. Prince Sigismund	do.	Dec. 6
Dec. 11	O. N. Tainan	do.	Dec. 18
Dec. 25	E. & A. Tasman	do.	Dec. 29

ADMIRALTY QUALITY INDIA

RUBBER SHEET (Invaluable Brand).

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with our Trade Mark.

Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

For Sale.

LAND FOR SALE.

I. L. No. 117

MOUNT KELLET, PEAK.

THIS Piece of Land is suitable for building a European house with Tennis Courts, and commands a fine View of Harbour.

Apply to

SANG LEE & CO.,

Contractors,

No. 59, Des Vœux Road Central, 1st Floor.

Hongkong, July 22, 1905.

1402

FOR SALE.

PERAMBULATOR—Nearly New, Best

English Manufacture. RUBBER

TYRE S. C. Springs latest pattern.

Apply

Care of "CHINA MAIL" Office.

Hongkong, September 25, 1905.

1821

Auctions.

PUBLIC AUCTION.

MR GEORGE P. LAMBERT has received instructions to Sell by Public Auction,

on

MONDAY.

the 9th October, 1905, at 3 P.M., at his

SALES ROOMS, DUNDRELL STREET.

The following

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria, in the Colony of

All that Piece of Ground situate at

Victoria aforesaid, registered in the

Land Office, as Section A of Inland Lot

No. 1415, Area 1967 square feet or there-

about; term 999 years; Annual Crown

Rent \$77.80 together with the message

thereon known as No. 49, CAINE ROAD,

Victoria aforesaid.

For further particulars and Conditions

of Sale, apply to

JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagees;

or to

GEO. P. LAMBERT,

Auctioneer, Hongkong.

Dated the 20th day of September, 1905.

1799

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

ENLARGEMENTS A SPECIAL FEATURE.

BRANCH

HONGKONG HETZEL CORNER

1657

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-LINE order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous inscription of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for
Advertising is

China Mail.

Read by all Classes in the Colony
and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last recomd.
Albion	despatch-boat	1790	12	3000	Comdr. Richard M. Harbord	Wellfleet
Andromeda	cruiser, 1st class	11,000	16	10,500	Capt. R. N. Gummery	Wellfleet
Arcton	torpedo boat destroyer	650	6	7000	Lt. Comdr. R. Henniker-Heaton	Hongkong
Astron	cruiser, 2nd class	4300	10	5000	Capt. L. O. Tufnell	Wellfleet
Donaventure	cruiser, 2nd class	4300	10	5000	Capt. H. H. Torlesse	Wellfleet
Calanus	sloop	1070	6	1400	Comdr. Luard	Yangtze
Cherub	water tank and tug	380	—	840		Hongkong
Clito	sloop	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Yangtze
Deo	torpedo-boat destroyer	500	6	7000	Lt. Comdr. H. E. Sullivan, R.N.	Wellfleet
*Diadem	cruiser, 1st class	11,000	16	10,500	Capt. H. W. Savory, R.N.	Wellfleet
Erna	torpedo-boat destroyer	550	6	7000	Lt. Comdr. R. B. Bath	Wellfleet
Etlich	torpedo-boat destroyer	600	6	7000	Lt. Comdr. Lewis	Wellfleet
Eka	torpedo-boat destroyer	550	6	7000	Lt. Comdr. A. F. Everett	Shanghai
Fama	torpedo-boat destroyer	500	6	6700	Lt. Comdr. Stevenson	Wellfleet
Handy	torpedo-boat destroyer	275	6	4700	Lt. Comdr. J. May	Wellfleet
Hart	torpedo-boat destroyer	275	6	4700	Lt. Comdr. Richards	Hongkong
Hecla	Special Torpedo-vessel	6400	—	2450	Capt. E. P. B. Charlton	Wellfleet
Hogus	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Wellfleet
Huichin	cruiser, 2nd class	3800	8	4000	Captain W. D. Paucnot	Hongkong
Iphigonia	torpedo-boat destroyer	500	6	7000	Lt. Comdr. C. Seymour	Wellfleet
Janus	torpedo-boat destroyer	280	6	8900	Lt. Comdr. W. H. Darwall	Hongkong
Kinsua	river gunboat	610	4	1200	Lt. Comdr. E. V. R. Dugmore	Yangtze
Moerhoen	river gunboat	180	2	800	Lt. Comdr. F. B. Noble	West River
Orter	torpedo-boat destroyer	350	6	6300	Lt. Comdr. J. Kiddle	Wellfleet
Rambler	Surveying-vessel	835	—	650	Comdr. O. E. Mous	Wellfleet
Robon	river gunboat	85	2	240	Lt. Com. R. E. Vaughan	Wellfleet
Sandpiper	river gunboat	85	2	240	Lt. Com. H. T. Atty	Hongkong
Sirius	cruiser, 2nd class	3800	8	4000	Capt. C. H. H. Moore	Singapore
Saipa	river gunboat	85	2	240	Lt. Comdr. Davidson	Yangtze
Sat-oj	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Wellfleet
Taku	torpedo-boat destroyer	250	6	6500	Reserve	Hongkong
Tamar	receiving ship	4600	—	—	Comdr. Geo. Dickson	Hongkong
Tesal	river gunboat	180	2	800	Lt. Comdr. R. Secaton	Wellfleet
Virego	torpedo-boat destroyer	355	6	6500	Lt. Comdr. A. Gregory	Wellfleet
Waterwitch	surveying ship	620	—	460	Comdr. R. W. Glennie	Wellfleet
Whiting	torpedo-boat destroyer	350	—	6000	Lt. Com. C. E. L. Thomas	Wellfleet
Woodcock	river gunboat	195	2	800	Lt. Comdr. O. B. Spicer Simon	Upper Yangtze
Woodlark	river gunboat	100	2	800	Lt. Com. C. W. Wrightson	Upper Yangtze
	river gunboat	150	2	500	Lt. Com. Jno. F. Knies	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Alfred Franz	Shanghai
Acheron	French armoured gunboat	1798	10	1700	Lieut. Forret	Saigon
Argus	French gunboat	123	—	500	Lieut. Jeannel	Saigon
Avalanche	French gunboat	140	5	150	—	Haliphong
Bismarck	French gunboat	—	—	150	—	Saigon
Carondelet	French gunboat	140	5	150	—	Saigon
Cassette	French gunboat	625	4	438	—	Gulf of Siam
Comete	French gunboat	643	10	1000	Lieut. L'Eon	Haliphong
Decidie	French gunboat	39-5	14	5500	Comdr. Amet	Balo d'Along
Dorcadore	French cruiser	4000	31	8500	Commander Allaire	Saigon
D'Assas	French gunboat	303	—	—	Lieut. Mge	Haliphong
Esope	French destroyer	303	7	6300	Lieut. Otoni	Haliphong
Francisque	French destroyer	380	7	303	Lieut. Jehenne	Haliphong
Fronda	French cruiser	9478	36	20,500	Captain Ridoix	Saigon
Gueydon	French cruiser	9700	—	—	—	Hongkong
Guichen	French gunboat	—	—	—	Lieut. Porter	Haliphong
Henri Riviero	French gunboat	200	6	303	Lieut. Corlouer	Haliphong
Jacquin	French destroyer	307	7	300	Comdr. Saget-Duvaloux	Haliphong
Javeline	French cruiser	1250	6	2300	Commander Simon	Saigon
Kersaint	French sub-marine	9700	12	18,600	Lieut. Armbruster	Saigon
Leprieux	French cruiser	307	6	300	Lieut. Pre	Balo d'Along
*Montcalm	French destroyer	—	—	—	Capt. Grollier	Balo d'Along
Mosque	French gunboat	350	7	300	Lieut. Lavissiere	Chungking
Orly	French gunboat	350	7	300	Lieut. Lavisserie	Tongku
Pelto	French torpedo-boat	9437	8	6071	Lieut. de Reinach Werth	Balo d'Along
Picote	French sub-marine	—	—	—	Lieut. Orieux	Saigon
Portes	French battleship	10,614	28	20,000	Lieut. Lehal	Saigon
Quintessence	French destroyer	250	6	300	Capt. Dupriez	Haliphong
Sabre	French gunboat	250	6	300	Captain Gubertot	Saigon
Styx	French cruiser	829	2	900	Lieut. Roque	Along Bay
Sully	French gunboat	—	—	—	—	Balo d'Along
Surprise	French gunboat	—	—	—	Capt. Terquem	Yangtze
Taking	French destroyer	250	6	300	—	Saigon
Tikou	French battleship (reserve)	6160	24	4560	Lieut. Brugnon	Hongkong
Vauban	French gunboat	193	7	500	—	Canton
Vigilante	French gunboat	—	—	—	—	—
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Proke	Taipei
Hansa	German cruiser	6230	34	10,000	Capt. Weber	Tsingtao
Hela	German gunboat	1094	10	1350	Comdr. Bosen von M. Hüllsassen	Amoy
Jaguar	German gunboat	850	10	1300	Comdr. Klose	Shanghai
Luchs	German gunboat	850	10	1344	Comdr. Hartog	Nanking
Möwe	German gunboat	1009	8	875	Comdr. Lubbert	Tsingtao
S 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tsingtao
Taku	German gunboat	900	10	1300	Capt. Lieut. Walter	Tsingtao
Tungtuan	German gunboat	170	5	1300	Comdr. Delmling	Hankow
Vaterland	German gunboat	—	3	500	Capt. Lieut. von Bulow	Canton
Vorwärts	German gunboat	—	3	500	Capt. Lieut. Farboni	Yangtze River
						Yangtze River
Elba	Italian cruiser	2360	10	7471	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3600	—	—	Captain Probitore	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pascoletti	—
Adamastor	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	—
Albany	U. S. cruiser	3769	28	7550	Capt. Dyer	Oatite
Annapolis	U. S. gunboat	1090	12	1927	Capt. Roberts	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	400	7	8000	Lieut. Woodward	Manila
Baltimore	U. S. cruiser	4090	7	8000	Capt. Sargant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	218	10	600	Lieut. Dismaker	Hongkong
Cheney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. F. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7560	Comdr. Hugo Osterhaus	Woonam
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Knox	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	660	10	6000	Comdr. J. H. Hood	Shanghai
Eleana	U. S. gunboat	1822	8	1888	Comdr. P. S. Sanyer	Manila
Hamadreck	U. S. monitor	3690	4	3000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	3241	Comdr. J. B. Mithan	Oatite
New Orleans	U. S. cruiser	3137	23	7500	Commander G. B. Harle	Manila
Oregon	U. S. gunboat	10,228	45	11,111	Captain Burwell	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Oatite
Parana	U. S. gunboat	201	3	250	Capt. Bennett	Oatite
Rainbow	U. S. cruiser	4090	14	—	Capt. Owens	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. A. C. Baker	Hongkong
San Francisco	U. S. cruiser	4098	27	9213	Capt. Terry	Manila
Vicksburg	U. S. cruiser	1960	12	1118	Comdr. Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Manila
Winington	U. S. gunboat	1387	8	1894	Commander A. W. Dodd	Manila
	U. S. flagship	12,000	60	12,609	Captain Glover	Manila

ask for TANSAN

A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka,

The Clifford-Wilkinson
Tansan Mineral Water Co.
Limited, Kobe, Japan.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$8.00
Per Dozen Splits \$1.10

**Crisp,
Delicious,
Invigorating.**

Drink
the
World
Renowned
Nerve and
Muscle
Strengtheners.

THE Original and Genuine is J. Clifford
Wilkinson's.
ACTS gently, Acts pleasantly, Acts
beneficially.
NOTHING like it, or depressed
Spirits.

**Simply marvellous.
AND worth its weight in Gold.
NOTHING can replace its popularity**

TANSAN

Can be obtained at all 1st Class
Hotels and Bars in the FAR
EAST.

Beware of fraudulent
IMITATIONS.

The only genuine TANSAN
Bears the name of
'J. CLIFFORD-WILKINSON'

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents for Hongkong,
Hongkong, June 3, 1905.

18

WM. POWELL,

LIMITED.

ALEXANDRA
BUILDINGS.

EVERYTHING FOR

CHILDREN'S

WEAR.

NEW BOOTS

and SHOES,

UNDERCLOTHING

HATS,

BONNETS,

ROBES,

HOSIERY,

etc., etc., etc.

A GOOD STOCK
of

PERAMBULATORS

and

MAIL CARTS

ALWAYS ON SHOW.

**WM. POWELL, Ltd.,
HONGKONG.**

THE HONGKONG FROZEN FOOD SUPPLY.

The following are in Stock:—

AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.

DAIRY FARM FED-PORK.

Australian Hares \$1.40 each
do Rabbits 85 cts. "
do Sheep Tongues 50 cts. "
do Sheep Kidneys 5 cts. "
do Fritz Sausages 65 cts. per lb

Own Make Sausages (made from
Australian Meats) 25 cts. per lb
Australian Oysters in bottles \$1.25 & \$2.50
of 24 and 6 doz. 1 per bottle.
American Oysters, large size \$2.50 per tin.
Ham, Australian 65 cts. per lb
Ham, Best York 70 cts. "
Bacon, Best Wiltshire 70 cts. "
Australian Lemons 60 cts. & 48 cts.
per dozen.

Pigeons 35 cts. each.
Ducks 55 cts. "
Fish, Australian Smoked Mullet, 50 cts. per lb
do do Schnapper, 55 cts. "
do do Meat Extract, 2oz. 70 cts. per pot
do do 4oz. \$1.25

When ordering please note the following
instructions:—
Orders required to be filled in the Early
Morning should be sent in before 9.30 P.M.
the previous day.
Orders for Noon should be sent in by
8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by
Noon the same day.
Hongkong, September 29, 1905. 1278

ESTABLISHED A.D. 1841.

**A. S. WATSON
& Co., Ltd.**

WINE & SPIRIT MERCHANTS

SCOTCH

WHISKY.

WATSON'S

Celebrated

VERY OLD LIQUEUR

Scotch Whisky.

A blend of the finest WHISKIES
distilled in SCOTLAND of

**GREAT AGE,
VERY FINE MELLOW.**

Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen, - - - \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality:—

A.—Thorne's Blend \$12.00

B.—Glenorchy, Mellow
Blend, a fine 'Soda'
Whisky of great age 12.00

C.—Aberlour-Glenlivet 13 50

D.—H.K.D. Blend of
the Finest Old Malt
Scotch Whiskies 16.00

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

3

DEATH.

Ewing.—On September 29, at 30 Leighton
Hill Road, Hongkong, Ewing, infant
daughter of Captain and Mrs Ewing, aged
4 days. Deeply regretted.

MEMOS. FOR TO-MORROW.

Miscellaneous.
Goods per *Anda* not cleared at 4
p.m. on this date subject to rent.

General Memoranda.

WEDNESDAY, October 4.—
Goods per *Lochiel Castle* undelivered
after this date subject to rent.
Goods per *Kiusang* undelivered after
4 p.m. on this date will be landed.

FRIDAY, October 6.—
Transfer Books of Canton Insurance
Office, Ltd., close from this date to
20th October inclusive.

SATURDAY, October 7.—
9.15 p.m.—Promenade Concert on the
Volunteer Parade Ground.

MONDAY, October 9.—
3 p.m.—Auction of Leasehold Property
at Mr Geo. F. Lammer's Sales
Room.
Transfer Books of Union Insurance
Society of Canton, Ltd., close from this
date to 15th October inclusive.
Goods per *Oceanic* undelivered after
this date at Noon will be subject to
rent and landing charges.

TUESDAY, October 10.—
Noon—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Matheson
& Co.'s Offices.

FRIDAY, October 20.—
Noon—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Matheson
& Co.'s Offices.

THE CHINA MAIL.

HONGKONG, MONDAY, OCTOBER 2, 1905.

THE GENTLE POLICEMAN.

THERE is always someone ready to per-
petrate the vindictiveness that exists
against the policeman—witness the letter
which appeared in our issue of Saturday.
Sometimes he deserves it; more often
he does not. 'A policeman's lot is not
a happy one,' we used to be told on
the unimpeachable authority of the
comic opera librettist. This, like so
many of the sagacious reflections upon
life as it is, which have had their origin
in a similar way, have a large amount
of truth lurking in it. A man's life may
be honourable, well-regulated, and be-
yond even self-suspicion, yet he acknow-
ledges to himself, if he ever thinks of it,
that he has no uncontrollable affection
for the police. Perhaps it is a legacy of
the old times when each man was a law
unto himself and was wont to remon-
strate with anyone who sought to prevent
him from doing what was right in his own
eyes, with a club. If the arm that wielded
the club was strong enough he broke
the interloper's head and thereby proved
that he was not breaking any law.
The only law was that might was right.
We have grown out of all that now, but
away back in the secret inwardness
of our hearts we have an unuttered re-
gret that we have to consistently stifle
the demands of desire for those things
which the law commands us not to covet.
In the stalwart Sikh who de-
corates the street corners, although we
may not be overawed by his exterior
majesty, we recognise the restraining
force which interloper with our liberty.
Children of the younger or the older
growth are intolerant of restraint,
whether it be for their own weal or not,
and this accounts for the sentiment
of antagonism to the guardians of the
law which is felt by those who have
no reason to fear that they will ever
give him any professional interest in
their career. In Hongkong, of course,
we are differently situated from the
people at home where the entire police
force is of the same nationality as the
people over whose persons and property
they keep watch and ward. It is doubt-
ful whether the Sikh or the Chinese
policeman appreciates this subtle feel-
ing of antagonism, but the police
of our own blood are well aware of it.
From the days when the young
bloods of London amused themselves by
breaking the heads of the 'watch' they
have been on guard against the rest of
the community. A terrible social con-
vulsion similar to that which gave Tokio
an object lesson of the regrettable man-
ner in which the sentiment of hostility
may manifest itself when the mask is
thrown off. The police set upon all who
were not officials. On the other hand
the people themselves did not regard the
police as persons whose duty it was to
prevent destruction of property or loss
of life, but let it be seen at once that
they considered them implacable en-
emies because they were acting, for the
moment, for an abhorred Ministry.
They forgot that the police would obey
any Ministry which happened to be in
power, and that they had not to reason
why. But it is beyond dispute,

apart from other causes, that a great
deal of the trouble was due to that
instinctive antagonism between police
and people. Those of us who have this
intelligence to understand that the
existence of this feeling is dangerous and
detrimental to the best interests of the
community should endeavour to coun-
teract it as much as possible, especially
when it is unjustified. If people gave
to the law guardian half as much sym-
pathy as they expend on any picturesque
law breaker, the prejudice against the
gentle policeman would fade out and we
would recognise that as a general rule
he is a faithful and watchful servant
clothed with great powers, and that he
uses those powers with rare restraint,
commendable impartiality and abound-
ing benignity.

LOCAL AND COAST NEWS.

There were 162 European, and 49 Chi-
nese visitors to the City Hall reading
room during the week ended October 1.

This week's programme for the Hong-
kong Branch of the Sanitary Institute is as
follows:—Monday—Sanitary Inspectors'
Examination, 8.45 a.m.; Tuesday—
Lecture by Mr F. Browne the subject being
'Physics and Natural Forces' (Opening
Lecture of Winter Course) at 9 p.m.;
Thursday—Sanitary Inspectors' Examina-
tion, 8.45 a.m.; Friday—Lecture by Mr F.
Browne the subject being 'Physics and
Natural Forces,' at 9 p.m.

Chinaman Thrown into the Harbour.
Edward Niel, a sailor from the ship
'Edilpepe,' created a good deal of diversion
round amongst a crowd of Chinese with
apparent intent to do them bodily
harm. One Colonial was picked up and
thrown into the air and then dropped into
the harbour, and while he was swimming
out Ni 1 was arrested. Three weeks'
imprisonment, in default of the payment of
\$10, was the award given at the Magistrate's
this morning.

A Frenchman Victimised.
A Frenchman, who bore the appearance
of being well to do, was arrested last night
for being in a state in which he was not fit
to take care of himself, and was subse-
quently allowed out on his own bail, to
appear at the Magistrate's, this morning.

He did not answer to the summons and
consequently his money was forfeited. The
Frenchman's night out appears to have been
a very expensive one for him, as he stated
to the police that while he was 'under the
influence' he was robbed of his gold watch
and chain, a scarf pin, and \$225 in money.

False Pretences.
Charles Rice, who recently pleaded
guilty to four charges of obtaining goods
and money by means of false pretences, at
the Magistrate's, was again before the Bench
this morning, charged with three further
offences of a similar description. To these
also he pleaded guilty, and Inspector Gault
stated that the cases were all similar. The
defendant had obtained board and lodgings,
drinks, etc. from different hotels, and goods
from tradesmen, and in each case paid by
cheque. Some of these were for more than
the amount due, and he received the dif-
ference in change, but in each instance the
cheques were returned by the Bank as there
were no funds in the defendant's name to
pay them. He was sentenced to eight
months' gaol with hard labour.

Disappointed Correspondents.
Mr Frederic Palmer, author of 'With
Kuroki in Manchuria,' is among the cor-
respondents who have returned to Japan
from the front. Interviewed by the *Japan
Advertiser*, Mr Palmer could apparently
give no better report of the treatment of cor-
respondents than before the battle of
Liaoyang, when so many correspondents
left the Japanese side in despair of being
allowed to perform their duties. Mr
Palmer is reported to have said:—
'From the middle of June on until I
left the First Army in anticipation of peace
all of the correspondents were kept on the
qui vive in anticipation of the expected
great battle which never came. The same
rigorous restraint of our movements which
had preceded the battle of Mukden was
again enforced, we were kept close in our
camps and were as isolated from the other
army corps as if we had been in the
Aleutians. Reports of great flanking
movements came to our ears, news of an
immediate advance in force, etc., but
nothing happened. May be this was all
for a purpose; the gentlemen who initiated
this policy of course know better than I its
ultimate aim.'

STEAKS' WINE OF COD LIVER OIL.
S contains all the curative virtues of the
oil without its nasty taste. Delicious to
take. The tonic reconstructs and exal-
tates. A single trial will convince the
most sceptical.

**Anbousch-Buch's Manager Cured
of a Heavy Cold.**

MR Albert E. Stansley, manager An-
bousch-Buch's Brewing Association,
Cape Town, Africa, says: 'During my trip
in the Transvaal I contracted a severe cold,
and am pleased to state that in Chamber-
lain's Cough Remedy I found prompt relief,
and after continuing it for a few days was
entirely rid of the distressing indisposition.
For sale by All Dealers; WATKINS &
Co., Ltd., General Agents.'

**Chamberlain's Colic, Cholera and
Diarrhoea Remedy.**

THE uniform success of this remedy has
made it the most popular preparation
in use for bowel complaints. It is every-
where recognized as the one remedy that
can always be depended upon and that is
prompt to take. Sold by All Dealers;
WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH. BY TELEGRAPH.

PREFERENTIAL TRADE.

MOVEMENT BY CANADA.

Proposal to Australia.

(Exclusive service, supplied by Reuters,
via Bombay.)

LONDON, September 30.
The Canadian Government has sub-
mitted a proposal to the Australian
Commonwealth inviting that country
to establish preferential trade relations
with Canada.

The Australian Parliament is con-
sidering the question.

[REUTERS' SERVICE.]

THE SUEZ CANAL BLOCK.

LONDON, September 29.
Further explosions to complete the
demolition of the 'Chatham' are required;
traffic will probably be restored in ten
days.

**PROPOSED PRESENTATION TO
ADMIRAL TOGO.**

At the Nelson Centenary meeting in the
Albert Hall, on the 21st October, the British
and Foreign Sailors Society propose to
hand the Japanese representative a bust
of Admiral Lord Nelson, on a pedestal
made from oak of H.M.S. 'Victory,' for
transmission to Admiral Togo.

AUSTRIA-HUNGARY.

Revision of Laws Proposed.

LONDON, September 30.
Baron Fejervary has been re-appointed
the Hungarian Premier.

In the Reichsrath, M. Gantsch stated
that the Government proposes to Hungary
that the respective Parliaments shall
appoint deputations to meet in the spring,
to discuss a revision of the laws of 1867,
and for regulating the joint affairs of the
two countries. He said that he was con-
vinced a revision would benefit both, and
the monarchy as a whole.

A Chinese doctor named Chan Yat was
fined \$100, at the Magistrate's, this morn-
ing, for having a quantity of illicit opium
in his possession.

A Derelict.
The steamer 'Nithsdale' (Capt. R.
J. Fairley) came into port this morning
from Rangoon, and reported sighting, at 5
o'clock on Sunday, a derelict junk, with
mast, lying on its side four miles from Cap
Rock.

Land Sale.
The letting by public auction of a piece
of Crown Land situated at the south side of
Kennedy Road, above the black border,
which is situated east of Ship Street; known
as Inland Lot No 1741, was held at the
Public Works Office this afternoon. The
lot contains 6,400 square feet and was
purchased by Mr P. Julian for \$1300.

Australia Awakening!
According to a telegram from London
to Singapore, all the States of Australia
are awakening to the urgent need of new
emigrants in the country. The Premier,
the Hon. A. Donkin, has telegraphed to
General Booth that the Commonwealth
warmly desires to co-operate in his scheme
for the emigration of 5,000 agricultural
families to Australia.

Mr James L. Houston's Will.
Mr James Lennox Houston, M.L.O.E.,
(formerly of Portobello, near Edinburgh,
and of Hongkong, and late of 51 Cannon
Street, London, and of the firm of Messrs
Punchard, Lowther & Co., engineers and
contractors of public works, London), who
died on April 23 last, left estate valued at
£23,838 12 2d gross and at £23,780 13s 1d
in the United Kingdom, and probate of
his will, dated June 30, 1900, with
a codicil made at Hongkong on April
12, 1904, has been granted to his sister,
Miss Margaret Graham Houston, of 267
Evering Road, Clapton, Middlesex, to
whom he left his residuary estate subject
to the payment of legacies of £1500 to Miss
Jane Oldfield Building, of Nottingham
Street, Marylebone, and £500 each to his
brother and sister, Mr Laurence Craigie
Houston, of St. Andrews, N.B., and Mrs
Janet Lennox Houston Dods.

Kingfishers' Skins Seized.
A telegram from Calcutta, dated
September 4, says that eighteen cases of
Kingfishers' skins have been seized on board
the 'Catherine Appon.' The goods were
shipped as medicine and tobacco, and the
seizure was the result of long and careful
surveillance by the Customs officer who
detected the contraband. Bird skins of
this description are valuable in China
where they are in great and constant de-
mand. Their export was forbidden by the
Government of India several years ago
because of the cruelty involved in its trade.

THE DEADLY MINE.

SHANGHAI, October 2.

THE DEADLY MINE.

**ANOTHER STEAMER
BLOWN UP.**

Fifteen Persons Missing.

(From Our Correspondent.)

The China Merchants' steamer
'Hsuehho' was blown up by a sub-
merged mine on Saturday.

She was about ninety miles west of
the South-east Promontory when she
struck the mine, and sank in a few
minutes.

A number of those on board were
saved but fifteen are missing, including
two European engineers, Messrs Muir
and Macchuan.

[The steamer 'Hsuehho' was a steel
screw vessel of 1608 tons and was built in
1900 by the Graysmouth Dockyard Com-
pany. She was 260.2 feet in length, 40.2
feet in breadth, and 18.4 feet in depth.—
Ed., O.M.]

THE VOLUNTEER CONCERT.

Marred By Rain.

The Volunteer Corps' third Promenade
Concert, held on Saturday night, was to a
considerable extent marred by the rain
which commenced to fall shortly after 9.30
p.m. The attendance was a fairly good one,
although not nearly as numerous as at the
previous concerts this season. The ground
had been nicely decorated for the occasion,
and had the evening been a fine one would
have presented a very pleasing appearance.
The selections given by the Band of
the 2nd Royal West Kent Regi-
ment, were, as usual, splendidly rendered
and well selected. The selection from
Gounod's 'Faust' was most enjoyable and
that from 'Florodora,' 'Narcissus,' from
the Water Scapes, 'Marceau Mignon' and
'Peer Gynt' (Grieg) not less so. Mr L.J.O.
Anderson was not in good voice, and was
not heard to advantage in the baritone solo,
'Song of the Bow,' apparently owing to
excessive nervousness. The rain then
commenced, and the sky looked very
threatening, but as it only spat at intervals
throughout the evening only a few of the
audience left for home. At this stage the
programme was subjected to some arrange-
ment by Mr Gribble, and Mrs A. G.
Gordon next sang 'Land of Hope and
Glory.' She rendered the song with just the
spirit and sentiment called for, and her
encore was a splendid ovation. As a con-
trast she gave Lord Henry Somerset's
'Hush Me O Sorrow,' which was beautifully
sung. Her singing was undoubtedly the
piece de resistance of the evening. Mr
Walston's 'Imitations of Children' was
showered, but his second contribution,
The Modern Yachtman, was not
suitable for the occasion. Mr Frank
Austin's 'I had a Flower' was en-
joyable, but was not up to his best form.
Mr A. S. Paine's singing of Toselli's
'Goodbye' was also much enjoyed, and the
encore it received was well deserved. As
a second number he sang another of Toselli's
compositions, 'Don't Forget.' Mrs J.W.
Kane was vociferously cheered for her
rendering of 'Asthore' and again for her
second number 'Egypt,' from The Chinese
Honey-moon. Colonel Haynes contributed
a violin solo, 'Romance,' from Grand
Duo.

A Reservist's Difficulty.

A French reservist recently presented
himself for his twenty-eight days' mili-
tary service in a manner which has im-
pressed to some purpose the inhabitants of the
mountainous district of La Drome. The
opponents of conscription ought really to
have the brief history of this man printed,
and distribute it on fly sheets. The man is
a poor farmer of Bordeaux, and in spite of
a favourable report by the mayor of his com-
mune, he was unable to get leave of absence
from the military training. On Monday
evening he arrived at Montelimar, which is
about 80 miles from his home, with his wife,
his two children, one of whom was a baby,
carried in its mother's arms, and the other
three years old, and all his cattle. The
family made their long march under a
scorching sun, and were exhausted when
they arrived. When the reservist reported
himself to his officer, he was asked for an
explanation, and said that, not having
enough money to come by train, he had
come on foot, and as for his cattle, he had
brought them because there was nobody to
look after them at home. Nor did he like
to leave his wife and children, who had no-
thing to eat in the farm. Touched by these
misfortunes, charitable people intervened,
some taking charge of the family, and some
of the cattle, and at this moment the farmer
is serving his twenty-eight days as a soldier.
—Standard.

Lame Back.

THIS ailment is usually caused by
rheumatism of the muscles, and may
be cured by applying Chamberlain's Pain-
Balm two or three times a day, rubbing
the parts vigorously at each application. If
this does not afford relief, bind on a piece
of flannel slightly dampened with Pain-
Balm, and quick relief is almost sure to
follow. For sale by All Dealers; WATKINS
& Co., Ltd., General Agents.

**MISS ROOSEVELT AND
THE EMPRESS.**

Messages to the President.

(From Our Correspondent.)

PRIMO, September 25.
During an interview which Miss Roose-
velt had with the Empress Dowager of
China, the latter said that great honour
was due to President Roosevelt owing peo-
ple being restored in the Far East, and asked
Miss Roosevelt to convey to him her
thanks.

In speaking about the boycott, the Em-
press Dowager said that it was by no means
with the Chinese Government's support
that the boycott was brought about. In
fact a stringent Edict had been issued in-
structing the Viceroy and Governors of
the various provinces to suppress it. She
trusted that upon Miss Roosevelt's return
the matter would be communicated to the
President.

The Empress Dowager concluded by
hoping that the two nations would enjoy
the warmest friendship.

The Empress afterwards conducted her
American visitor to the various palaces, in
each of which several hours were spent.

CANTON NOTES.

(From Our Correspondent.)

CANTON, September 30.
SALT BUSINESS ASPECTED.

Owing to the recent typhoons the salt
farms here are very much affected. Salt fields
along the coast at Ko Lin were destroyed
by sea water. It is estimated that there
will be a shortage of over 10,000 bags.
The market is greatly demoralised the
price having risen to three times its original
amount.

EDUCATION.

After the abolition of Civil and Military
examinations there remains a large sum of
money at the credit of the funds voted for
educational purposes which is now lying
idle. It is reported that Viceroy Shum
will transfer this money to the credit of the
funds to defray the expenses of students
going abroad.

THE TEA TRADE.

THE LOST "SUL Y".

Trials of the Salvage Party.

If we are to believe the various reports in the Tonkin newspapers on the subject of the salvage of the "Sully," we would almost imagine that the failure of the ingenious *Anglais* to float the vessel was a "put up job," and that they were highly gratified when a typhoon came along and upset their work of months. *L'Avant du Tonkin*, of September 20, has a scathing article, probably the production of a disappointed officer who did not exactly have all his own way in the conduct of the operations, in which the onus of the position of the vessel being caught and destroyed by the typhoon is actually placed on the shoulders of the salvage party. Judging from the full account we have been fortunate enough to obtain, the shoulders are broad enough to carry all or any reproaches, and their former experience in salvage work sufficient to place them *hors concours* where amateur salvors are concerned.

Such at all events, is the opinion of a gentleman just returned from the scene of operations, who, on being interviewed by our representative, gave the following particulars:

Since the night of May 20, when the pontoon dock capsized whilst being sunk under the bows of the cruiser, the work of the salvors might fairly be compared with Victor Hugo's "Toulers of the Sea," for they have not had one fine day out of four. The work done one day was undone the next, and the withdrawing from the wrecked pontoon of over 300 tons of chain ballast, saving the pumps inside, towing the pontoon into shelter and pumping out until it was upright again, was a salvage feat in itself worth recording. Watertight compartments were built inside with sluices for communication, and the dock was rescaulked inside and out, rain, heat, sunstroke, and fever in the meantime immobilizing at least one third of the available crew.

The original wedge patches under the forepart of the "Sully" having been found by the divers to be worn even by the tarbo, a new system of padded platforms was started from the bow of the vessel right to the rock on which she was perched. Several of these platforms measured 12 feet by 6 feet, and weighed over a ton. They were coated with anti-fouling composition and sheathed with zinc, and held in position by steel wire hawsers running right underneath the vessel, these being hauled tight with tackle from the dock. The bottom of the ship resting on the rock could not be approached from the outside, and as, owing to the complicated construction of a modern cruiser, the divers could not get down inside and it was decided to put the dock underneath and give her another try before undertaking rock blasting, which the authorities considered a last resort.

Accordingly the pontoon was towed out again, fully repaired and ready for work, having been sunk and the compartments pumped out in smooth water to test its stability. All was ready to sink it on the morning of August 24 when it came on to blow from the south, and in a rising sea it had to be towed into shelter again.

Again on August 29 it was towed out at break of day, sunk and hauled partly underneath, and it touched the reef, and part of the chains had to be discharged. This work was continued all night by means of the submarine electric lights, the divers hooking on the chains whilst the salvors lighter with steam winch and boiler, hoisted them up into barges. Next day the pontoon was got well into its position and the pumps started during the night, the bows of the cruiser being now above water. On the following morning the divers examined and caulked the hatches.

All went well until an order was given by the Admiral during the forenoon to vacate the ship in consequence of a typhoon having been signalled. The sailing-captain of the "Sully" remained till the last with the salvage crew and succeeded in getting all the lighters into safety before the blow came on. As a straight-forward typhoon nothing was left to be desired, it blew until it seemed as if the waves of rocks in the Baie d'Along were driven. Awnings were stripped, lighters and barges got drift, and only a dead calm at 10 p.m. saved further catastrophes. The return blow was harmless, and next morning at daylight the "Sully" was found to be intact, although full up with water. The pontoon, from what appeared of it above water, looked done for. Steam was got up and the forward end of the cruiser pumped out in a few hours, freeing the pontoon, which was then towed from under to clear the platforms in case of it breaking up.

A heavy swell coming in the same night completed the destruction, as the inside lining was found drifting inshore the following day. Pump trials were then made on the forward part of the vessel to see if the platforms would hold, but although the divers reported them tight, a flow was observed from the engine room shaft, which, from appearances, came from the drains in the double bottom, all the bulk heads above this being intact.

The weather continued very bad, but operations with the air compressor were again commenced and the pneumatic tools tried, but the heavy sea running prevented any progress being made until another order was given to abandon the ship on the afternoon of September 20.

A goodly number of the sailors having more confidence in the "Sully," than in the rocks, preferred to remain on board. Their experiences are worth recording. According to one "she croaked and groaned, cursed and swore like a human being, whilst the sea broke clean over her"; another said, "too much bobbly down below. I think got more hole than a diver man plug up." Daylight showed the ill-fated "Sully" with her bows under water to the foremast, seas breaking over the forward bridge, the propellers in the air, and the sea too heavy to board her.

She was in this position when our informant left her, but the indefatigable salvors were getting up steam again and fishing for their pumps sunk with the pontoon.

Since then, as we announced on Saturday, another typhoon has visited the spot and effectually completed the work of destruction, smashing the "Sully" up and removing her entirely beyond the power of man. Though the vessel has gone down after such an expenditure of money and effort, and taking into consideration the exposed position of the wreck—she was right in the open sea—the efforts of the Hongkong salvors instead of being disparaged by the Tonkin journals, should serve as another link in the *entente cordiale*. Our men did their very utmost amidst heart-breaking trials, and Messrs Wilks and Jack, upon whom the burden of responsibility has fallen deserve well of the French, and they certainly have the sympathy of all British shores. In the face of stupendous difficulties they persevered, and only gave in when the unbridled elements rendered further effort impossible.

CONSECRATION OF BISHOP POZZONI.

Ceremony at the R. C. Cathedral.

The ceremony in connection with the consecration of the Right Rev. Dominico Pozzoni, the Bishop of Taxis and Vice Apostolic of Hongkong, took place at the Roman Catholic Cathedral yesterday morning, in the presence of a large section of the Roman Catholic community of the Colony. The ceremony was an impressive and imposing one, the consecrating Prelate being Bishop Monicetti, who was assisted by Bishop Clemente, of Amoy, and Bishop Merel, of Canton. The Cathedral was specially decorated for the occasion, red and white being the prevailing colours, and the effect produced was a very striking one. The congregation was a large and representative one, amongst those present being Mr. R. A. B. Ponsbury, representing His Excellency Sir Matthew Nathan; Admiral Jouglaux, and several officers from the French cruiser "Guichen"; Mr. S. Romano (Consul for Portugal and Brazil); Chev. Volpicelli (Consul for Italy); Mr. G. Liebert (Consul for France); the Consuls for Belgium, Spain, and Peru and many other gentlemen, and a representative gathering of clergy.

The service commenced at 8.15 and lasted for about two hours and a half. After the new Bishop had taken the oath the different rights in connection with the consecration were gone through and having been anointed he was invested with the crozier, cross, ring, gloves and mitre and then placed on his seat by the consecrating Prelate.

While Bishop Pozzoni was being consecrated round the Cathedral the *Deus* was sung by the choir and clergy, and the Bishop gave his blessing to the people.

After the conclusion of the service Bishop Pozzoni received congratulations from the Consuls and church dignitaries, and at 4 p.m. addresses were presented from different congregations and religious institutions.

DECIMAL OR SEDECIMAL SYSTEM?

Compared with our chaos of weights and measures the decimal system seems altogether desirable. It is simple, the application of our decimal notation to currency and measurements. But the prior question is, as has been pointed out by a writer in the *World's Work*, whether the decimal notation is best for our purposes. We may count by our fingers and compute decimally. But there is an awkward number to figure in. In decimal we proceed naturally to halve the whole, then to halve the halves, and so on, a process to which the system of tens does not lend itself. Accordingly, a duodecimal system of notation has been suggested, but the writer in the *World's Work* maintains that the true basis number is sixteen, and he would recommend a sexagesimal notation. He argues that even now calculation is apt to be by sixteenths. The points of the compass are 32. Metals, stones, etc., are quoted in sixteenths of a unit. He would call 13 treize, 14 torze, 15 quinz, 16 would be unity. It would be unity-one, and so forth. The writer maintains that if based on the present standard of the foot, the pound and the shilling, it would have a hundred times better chance of popular acceptance than a decimalising of the measures, weights and currency. The pound as presently divided into eight half-crowns, he would divide the half-crown into eight silver pieces, worth 3d., and this to turn into eight copper quins worth slightly less than 1d. each.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 2nd at 11.10 a.m. the barometer has risen over China, and is little changed elsewhere. Pressure is high over Central and Northern China, and continues to rise slowly over the Pacific to the S.E. of Formosa. Gradients are rather steep over the Formosa Channel where strong N.E. winds will prevail. Fresh N.E. and N. winds may be expected over the N. part of the China Sea. Forecast:—Moderate N. winds; cloudy, some rain.

THE INWARDNESS OF A PLEASURE TRIP.

A Month on a Steam Yacht.

III.
(Concluded.)
(For THE CHINA MAIL.)

LONDON, August 23.

When will the English learn to be natural? The Scotch and the Irish passengers are much more honest and spontaneous, though they also, and particularly the Scotchmen, suffer considerably from what the French call "galette." At table the position is often exasperating; almost everyone is possessed of good qualities, and even of special information; perhaps not a single one has any desire to be un sociable; but nearly all are afflicted with that nightmare of *malade* which seems to seize hold of us as a race the moment we are thrust into each other's unfamiliar company. Even the lucky group which have blundered into or engineered a social heartiness have not the tact to cultivate and spread it by making happiness general, or by the use of natural good breeding.

No sooner was the yacht well under weigh than the general body of us were informed that a meeting of the amusement committee had been convened and held, to which we might all have been present had we so chosen. A resolution had been passed that each male passenger should contribute fifteen shillings, and each lady ten, the money to go first of all in providing prizes for those who should win, or come second, or come last at such deck games as "bull," "push," quoits, potato races, cock fights, sling the monkey, and so on, or at such smoking room and saloon games as whist, bridge, piquet, draughts, or chess. The balance of the £100 was to go towards "refreshments," and towards gratuities to stewards, sub-officers, deck stewards, sailors and others who did not fall within the usual "tipping" scope, but who should have administered to the amusement and entertainment of the passengers, by getting out steam launches and boats, clearing the decks, putting up awnings, screening off the elements, shifting the chairs, pianos, etc., or regaling us with dance and other music.

The day but one before our return to Tilbury the Admiral, as the most distinguished passenger on board was invited to distribute these prizes. At a formal gathering of great solemnity, the gallant chairman carried out this agreeable duty; speeches were made; captain and officers were unanimously acclaimed good fellows; everything was voted a complete success; and 240 worth of prizes was divided, chiefly amongst the favoured dozen or so who had "gone in" on *amores* for most if not all the games. The conventional British mind delights in a function; it applauds collectively assiduity in whitewashing or wiping off a piece of business; it is like a church parade; everyone would as soon be out of his mind as to be necessary or to have to keep in the swim and look occupied and gay; consequently we all declared the whole business (rather a nuisance to those loving to parade the decks) hugely enjoyable and a great success.

Don Deutch and others who have described the life of the ship as a "monotony of the daily life," the monotony of the same familiar figures day by day; the difficulty of raising interesting subjects for conversation. What does it matter how clearly the most eloquent speakers can expound a political theory, or narrate a stirring anecdote, when orator and audience are confined within the limits of four walls? Suppose we contemplated the doings of the earth from a balloon, and had no prospect of descending for an indefinite time. What use would be the philosophical conclusions without living matter to work upon? Thus it is that on board ship the subject of the day attracts immediate interest and attention. It sounds pedantic or priggish to discuss any abstract subject unconnected with the daily life of the ship. On the other hand, the events on board are of unvaried sameness and monotony. A glum assiduity is often the deepest enjoyment; the more restless contemplation of the moving sea. This indeed is the advantage of sea holiday, and though as a whole the day must be considered phlegm, yet the healthful care is there when the insipid draught has been swallowed. It is a mistake to force the pace by impartially endeavouring to create artificial conversation.

The game of cards is already being made to level off as a sea voyage, it is like being cast upon a desert island, where all have to contend upon equal terms for a living. The distinguished functionary who ought to have been at the royal ball the day we started, and whose efforts were the subject of state manifestoes, have had almost secular life on board, and lost amongst a gang of young men who take general charge of the ship as a social unit. The learned professor whose discoveries in science may be epoch-making finds relief in exchanging a hearty good morning with a forward and less manufacturer's assistant on the fore-cabin deck. The girl of a certain age and suggestively whisking countenance is known to be the niece of that striking man who has held British destinies in his hand on the battle field. With anxious eyes and forced gentleness she watches to rescue the major from the innocent gaze of that pretty nobody. It is curious to notice how loud and noisy, and how much more so, the sea is, when the land is so near, and so on. Profound thinkers are for nothing on board a pleasure yacht. The wealthy potter famished with the full blooded daughter stalks about unnoticed and bashful in his undebilitated, whilst the empty-headed Lieutenant flirts flatteringly with his esquire. It is the

genial and unself-conscious men who do the talking; next in order come the dancing men; and the young ship's officers occupy a peculiarly strong position, if, in addition, (which is usually the case) they can dance well. The man who can sing a song in a fair tenor voice, ranks infinitely before the distinguished American preacher bursting with eloquent earnestness, as never asked to deliver; and the borsy young man who acts as secretary to the games committee easily takes precedence in a social debate of the stiff and pompous general.

Thirty years ago it was the fashion to drink pretty freely on a B. and O. steamer; things have now changed, and it is hardly too much to say that fifty per cent. of the passengers drink nothing but water. Up to 1870 that company included free liquor in its passage fares; sherry before, port after dinner, with beer and claret between, and occasional champagne; the ginger beers, ginger ale, lemonades, sodas, and soft drinks were not then consumed would have been treated with contempt. The change in manners is an improvement, and not two noses in the 160 bore signs of bibulousness. Perhaps the conviviality was less in consequence, but however that may be the resulting decency and order is a great asset, and therefore a steam yacht cruise under modern conditions may be confidently recommended.

SPORTING.

Cricket.

WEBB'S ELEVEN A CIVIL SERVICE.

This match was played at Happy Valley on Saturday last, and ended in a substantial victory for Webb's Eleven. The Civil Service gave a very disappointing display, their batting being feeble in the extreme. For the winners Messrs Webb and Bradford batted well and Thompson and Bradford were most successful in the bowling department. The only bright point about the Civil Service side was the batting of Mr. Adams.

Scores:—Webb's Eleven, 160; Webb 26, Bradford 31. Civil Service, 34; Adams 9, Raven 7, Gidley (not out) 6.

HONGKONG CRICKET CLUB.

The first match of the season will take place on Saturday the 7th instant at 12.30 p.m. between the 1st Eleven and next 22.

The following are the teams:—1st ELEVEN: R. F. O. Bird, Major Chichester, W. Daniel, Harry Hancock, Capt. Krickbeck, Major Lowrie, (Mullin) L. Lumeden, R.A., Major Pedley, R.W.K., Capt. Smith, A.D.C., W. C. D. Turner.

2nd ELEVEN: T. S. Searle, Smith (Capt.), R. A. B. Ponsbury, W. W. G. Moss, J. Hooper, N. Richardson, H. G. C. Bailey, F. C. Butcher, T. C. Gray, Capt. Noble, R.N., Dr. C. Forsyth, L. Dobhny, R.A., E. A. Fowler, Dr. J. H. Swan, Geo. P. Lammert, J. A. Woodgate, A. G. M. Fletcher, Dr. F. H. Kerr, A. O. Lang, H. S. Taylor, Major Williamson, A.S.O., Lt. Lucas, R.A.

Members desirous of playing in the twenty-two are asked to communicate with the Secretary.

AN EXCITING MATCH.

The match between Yorkshire and Essex, concluded on August 28, was remarkable in many respects. Essex scored 221 in the first innings, and Yorkshire replied with 288. Following on Yorkshire lost two wickets for less than 40 runs then and 130 runs were added before Tunnicliffe left. First dismissed at the wicket until the total was 212 and he was then dismissed. He had batted for ten minutes under five hours, and during the whole of that period had given no chance to the fielders. His 95 was one of the most valuable innings he has ever played, and when his talent marks for the season come to be added up, it will be surprising if this innings is not counted quite equal to his 200 against Surrey. From a Yorkshire point of view, it was, in fact, more valuable. Throughout his long innings the patience and restraint of this wonderful cricketer was really quite remarkable. By nature inclined to take every risk, first curbed himself, entirely obliterated self in the to him, sacred cause of Yorkshire cricket, and would have been glad to die for the half-volley and full pitches with which he was freely completed. It was, indeed, probably this determination not to be bamboozled which got his wicket, as, under ordinary conditions, the actual delivery which brought about his retirement, though it would probably not have been sent down, would have been hit for four or six.

But if nothing but admiration is the fair portion of First's 290 minutes' stay at the wicket, what can in justice be written of Ernest Smith's sixty minutes' tenure without scoring? Here we have one of the best hitters known to the game absolutely retiring from scoring for a whole hour, but not without a purpose. A well-played innings of nothing was the old Oxonian's. He and Myers batted for half an hour and then, at half-past five, with the score 218, Lord Hawke and Smith were partners. A wicket falling meant a certain Essex victory, as Ringrose and Dolphin are not yet dependable batsmen. But the wicket never fell, and the game ended with Yorkshire still waiting 190 to save the innings defeat—Standard.

Billiards at St. Patrick's Club.

Some very interesting sport has been witnessed at the above club lately in which a considerable amount of enthusiasm was displayed. The Club members recently played the officers of the Victoria Golf, on the Club table, and subsequently played a return match on the officers' table. The games were 300 up and were played by 14 men a side and resulted in a very substantial win for St. Patrick's Club with an advantage of a hundred points. Last week the members of the Club met the Sergeant's Mess in a game of 250 up, the teams being, in this instance, even a side. After a closely contested match the Club was again victorious winning by 63 points after some large breaks being made on both sides.

A return match is to be played with the R.O.A. about the end of this week. The Club are also taking an interesting challenge match between Messrs O'Neill and Dillon will be played, and on Tuesday at 7 p.m. the first game with the Catholic Union is set down for decision. This match is expected to provide some good exhibitions.

The Docks and Sport.

The members of the Kowloon Dock Company's staff are ever to the fore in the local field of sport, and, as remarked by Mr. Wilkie in returning thanks for the handsome gold watch with which he was presented on Friday night, the staff is an able one whether at work or play. Mr. Wilkie added with truth: Regarding the sporting action of the members, he could truly say, they had taken leading positions at various periods, in every branch of sport, except golf and horse-racing, the latter being too expensive a luxury for men of their limited means. In billiards, Messrs Rutter, Parkes and Heron figured as cracks; in football Messrs Henderson, Wilson, Lapsley, and Heron; in Tennis Messrs Duncan, and O'Connell; in Swimming, Messrs Lapsley, Cooke, and Wittich; in Rowing, Messrs Wilson, Henderson, Wittich and Lapsley; in Cricket Messrs Lightfoot, Dixon, Heron, and in the domain of Lawn Bowls the experts were so numerous that he would leave the audience to their fancy.

The staff had not devoted all their time to games—for Volunteering claimed a good deal of attention, and many a sideboard at the Docks bore evidence of the prowess of the staff as teams and individuals. No In-Report Team was complete without a sprinkling of the Dock Rifle Shooters. Their former cracks were Messrs Duncan and Henderson, and Gow, while Messrs Lapsley and Parkes were the shining lights of the present day. They had given three officers to the H. K. V. Corps in the persons of Captains Mitchell and Macdonald, and Lieut. Graham. Their fame as entertainers was well known, and, whether a concert or practice dance was on their hospitality was over to the fore. Their Hogmanay Annual Dance was voted one of the most enjoyable of the season, thanks to the hard working Secretary and Committee; and the next was always looked forward to by their guests. He referred to another good deal of character in their good hostilities when any of their countrymen, or women, were in need of help, and he was sure no class of men, similarly situated in the Far East, were more liberal.

Ride Shooting.

Practice for the coming Interport shooting match is going on keenly. On Saturday there was a good muster, but shooting was rendered difficult by a fish-tail wind. The scores were as follow:—

	200 yds	300	400	500	600	Aggregate
Mr J. Parkes	34	32	32	32	32	162
* Staff-Sgt. Simons	32	34	29	25	25	145
* Col. Sergt. Spooner	33	34	28	25	25	145
* J. W. Mitchell	28	32	29	25	25	142
* C. P. O. W. Manning	31	31	25	25	25	137
* M. S. Wood	29	34	27	25	25	130
* Bombardier A. Watson	29	31	29	25	25	129
* Sergt. Andrew	32	28	25	25	25	125
* Col. Sergt. Bullock	31	25	25	25	25	121
* Gunner Marshall	28	28	25	25	25	111
Mr J. C. Gwy	28	25	25	25	25	108
* S. Major Mitchell	27	32	27	25	25	106
* Capt. Lamont	28	25	25	25	25	103
* Sergt. Grey	20	24	31	25	25	105
* Royal West Kents						
* Royal Navy						
* Hongkong Volunteer Corps						

THE TSAR'S DOCTOR.

Philippe Landard, known as the doctor of the Tsar, has died at St. Julien l'Arbresle, in his native department of the Rhone. Extraordinary things are related of Landard's power of curing by suggestion and touch. He began life at Lyons as a butcher's assistant and delivery man. Having a desire to become a doctor, says the Paris correspondent of the *Telegraph*, Philippe managed to attend lectures in the Lyons school of medicine, but his poverty and his peculiar calling were against him. It is said also that the professors resented his healing practice, which began in the hospital where he was admitted as a resident student, and the faculty, never being able to obtain a medical degree. He called himself a chemist, and began to travel. His fame as a healer reached the ears of some of the Russian Grand Dukes, and he was invited to St. Petersburg. There he was, it is affirmed, particularly patronised by the Tsar and Tsarina. To the latter he predicted that she would have a son. It is said that the Tsar tried hard to get a medical degree for the healer from the Paris faculty, but failed. Philippe married a wealthy woman whom he had cured. By some he was regarded as a quack, and his success at the Russian Court caused him to be bracketed with Calisto for impudence, audacity, and intrigue.

His résumés at Lyons were described some time ago by M. Pierre Mille, who, it is true, regarded Philippe as a charlatan. An old woman would open the door and conduct the visitor along a maze of corridors to the foot of a winding staircase, where he was handed over to a second old woman, who, in turn, led him up, passed him on to a footman, who delivered him into the hands of another old woman, a hunchback. Philippe would enter to find fifty or sixty patients—most of them women with their children—sitting on the benches of an immense room, bare of all other furniture. He passed from door to door, and then asked all the persons present to give their word of honour that they would not say anything evil of the absent for two days. This extraordinary request was complied with, and the child recovered as if by enchantment. Dr. Encarnado adds that he himself took the child home by the hand quack recovered, and able to walk well. M. Serge Bassot says that Philippe cured instantaneously his son, who had been given up as hopeless by the doctor.

Chamberlain's Cough Remedy Cures Colds.

THIS remedy acts on nature's plan, it soothes the cough, relieves the lungs, aids expectoration, opens the secretions, and aids nature in restoring the system to a healthy condition. It is famous for its cures over a large part of the civilized world. For sale by All Pharmacies, WATKINS & CO., Ltd., General Agents.

To-day's Advertisements

THIS SPACE HAS BEEN

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KING BROTHERS,

3, New London Street,

LONDON, E.C.

Hongkong, January 4, 1904. 20-1

TO LET.

Nº. 4, OLD BAILEY.

Apply to

ARRATON V. APCAR & CO.,

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Hongkong, October 2, 1905. 1879

TO LET.

FURNISHED ROOM with Board in

Central Locality, for two quiet

Gentlemen.

Term—Inclusive, \$65 a month.

Apply

Care of "CHINA MAIL" OFFICE.

Hongkong, October 2, 1905. 1880

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LINE.

THE OFFICES have TO-DAY been

REMOVED TO YORK BUILDINGS

First Floor.

Hongkong, October 1, 1905. 1878

NOTICE.

WE have this day REMOVED our

Office to 3rd FLOOR KING'S

BUILDING, Connaught Road.

MAYER & CO.

Hongkong, October 1, 1905. 1877

TYE & CO.,

GENERAL CONTRACTORS,

CARPENTERS, PAINTERS, MAKERS

OF HIGH-CLASS FURNITURE.

HAVE started a LOCAL CARRIER

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Removers of Furniture, Delivery and R-

emoval of Baggage; also, Undertakes to

Ship or Discharge Cargo on Board.

Our Prices are most reasonable. All

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Communications please address to Mr. T.

TYE & Co., No. 6, LEE YEE STREET, WEST.

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Hongkong, October 2, 1905. 1878

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship *Kailash*,

having arrived from the above Ports,

Consignees of cargo by her are hereby in-

formed that their goods will be delivered

from alongside.

Cargo impeding the discharge or re-

maining on board after 4 p.m. the 4th

Inst., will be landed at Consignees' risk

and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessels Advertised as Loading

HONGKONG HOTEL.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping midway between each shore are marked G, in conjunction with the figure denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Office	9. From East Point to North Point.
4. From Harbour Master's to the Market.	10. Kowloon Wharves.
5. From The Market to Peddar's Wharf.	11. Jardine's Wharf.
6. From Peddar's Wharf to the Naval Yard.	

Vessel's Name.	Flag.	Captain.	Flag and Reg.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Acadia	k	Schmidt	Ger. str.	5454	Sept. 19	Hamburg-America Linie		
Aertron Appear.	4	Chey	British str.	2921	Sept. 20	David Sassoon & Co., Ld.	S'pore & Calcutta	Oct. 3.
Atlantic	4	Arthur	British str.	1724	Oct. 1	J. Gibb, Livingston & Co.	Manila & Sydney	Oct. 4.
Blackbeath	3	Shorro	British str.	1719	Sept. 18	Wadwell & Co., Ld.		
Burnee	k	Sembill	Ger. str.	1312	Sept. 26	Melchers & Co.		
Bourbon	3	Sisco	French str.	1500	Sept. 7	Chinese		
Catherine Park.	3	Copp	British str.	2075	Sept. 23	J. Gibb, Livingston & Co.		
Childer	3	Nielsen	Norw. str.	1012	Aug. 22	A. T. & Co.		
City of Birmingham	8	Watson	British str.	10	May 14	Order		
Clavering	3	Barton	British str.	2164	Sept. 6	China Commercial S. Co., Ld		K'loon D.
Cornwall	3	Steele	British str.	2764	Sept. 20	Order		
Dundas	8	Cass	British str.	1564	Sept. 2	Wadwell & Co., Limited		
Empress of China.	4	Archibald	British str.	3008	Sept. 26	P. R. Co.	Vancouver (H.O.)	Oct. 18.
Foehling	8	Arthur	British str.	1423	Sept. 22	Jardine, Matheson & Co.		
Germania	3	Petersen	Ger. str.	1714	Oct. 1	Johsen & Co.		
Heimdal	8	Johnson	Norw. str.	702	Oct. 1	Wadwell & Co., Ld.		
Haimun	5	Rhson	British str.	636	Oct. 1	Douglas Steamship Co.	S'paw & Foochow	Oct. 3.
				758		Chenusan & Co.		

Vessel Names.	Agent.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aradisa	4	Schmidt	Ger. str.	5474	Sept. 19	Hamburg-Amerika Linie		
Araratian Apoor	4	Arbogast	British str.	2931	Sept. 26	David Sassoon & Co., Ltd.	S'pore & Calcutta	Oct. 3.
Achantia	3	Albinger	Amer. str.	960	Oct. 1	Order		
Australian	4	McArthur	British str.	1784	Oct. 1	13thb. Livingston & Co.	Manila & Sydney	Oct. 6.
Blackbeath	3	Shorrocks	British str.	1719	Sept. 15	1st Odwell & Co.		
Borneo	4	Sembill	Ger. str.	1312	Sept. 25	Melchers & Co.		
Bourbon	3	Sisco	French str.	1500	Sept. 27	Chinese		
Catherine Park	3	Copp	British str.	2015	Sept. 21	13thb. Livingston & Co.		
Childar	3	Nelson	Swiss str.	1012	Aug. 22	A. T. & Co.		
City of Birmingham	3	Watson	British str.	900	May 14	Order		
Chivering	1	Darton	British str.	2164	Sept. 6	China Commercial S. Co., Ltd.		K'loon D.
Cranley	3	Steele	British str.	2764	Sept. 20	Order		
Dundas	8	Cass	British str.	1964	Sept. 2	1st Odwell & Co., Limited		
Empress of China	4	Archibald	British str.	4003	Sept. 20	3, P. R. Co.	Vancouver (H.O.)	Oct. 18.
Foehling	8	Arthur	British str.	1423	Sept. 23	Jardine, Matheson & Co.		
Germania	4	Peterson	Ger. str.	1714	Oct. 1	1st Odwell & Co.		
Heimdal	3	Johnson	Norw. str.	762	Oct. 1	1st Odwell & Co., Ltd.		
Haimun	5	Richson	British str.	636	Oct. 1	1st Odwell & Co.	Swatow & Foochow	Oct. 3.
Hellas	3	Rode	Ger. str.	1559	Oct. 1	Siemens & Co.		
Herman Menzoll	2	Hansen	Ger. str.	1111	Aug. 11	Chinese		K'loon D.
Holstein	1	Niehr	Ger. str.	985	Aug. 13	Jensen & Co.		Oct. 4.
Hongkong	3	Wenzel	French str.	377	Oct. 15	R. M. M.	Haiphong	
Kutsang	5	Leut	British str.	1419	Sept. 27	Jardine, Matheson & Co.		
Kwanan	3	Leut	Chi. str.	1538	Sept. 27	M. S. N. Co.		
Kwongnan	3	Baker	British str.	1428	Sept. 27	Jardine, Matheson & Co.	Shanghai	Oct. 3.
Laertes	3	Jackson	British str.	1840	Oct. 1	Chinese		
Lauschan	3	Sperring	Ger. str.	2300	Aug. 7	Jensen & Co.		
Lucia Victoria	5	Sandbach	British str.	1092	Oct. 1	Jardine Matheson & Co.	Manila	Oct. 6.
Madeleine Nickmar	3	Boardsman	French str.	850	Oct. 1	1st Odwell & Co.		
Mercedes	3	Boardsman	Ger. str.	1020	Sept. 20	Butterfield & Swire		
Mongolia	3	Porter	British str.	2923	Sept. 26	Admiralty		
Muklat	3	Demos	Amer. str.	850	Sept. 25	P. M. S. S. Co.	Amoy & San Francisco	Oct. 6.
Myloneson	5	Bree	Ger. str.	1018	Sept. 26	Butterfield & Swire	Europe, &c.	Oct. 3.
Nepose	3	Mertens	French str.	3648	Oct. 1	2nd Messageries Maritimes		K'loon D.
Negovia	4	Schönfeldt	Ger. str.	125	Sept. 7	German Consul		
Nipal	3	Ward	British str.	860	Sept. 20	Hamburg-Amerika Linie		
Nishan	3	Ching	Ger. str.	1020	Sept. 29	Jensen & Co.	Haiphong & Haiphong	
Taiyuan	4	Claring	British str.	1122	Sept. 27	Bradley & Co.		
Tean	4	Dawson	British str.	1469	Oct. 2	Butterfield & Swire		
Telemachus	3	Brown	British str.	1346	Sept. 8	Butterfield & Swire	Manila	Oct. 3.
Tientsin	3	Williamson	British str.	1379	Sept. 20	Chinese		
Wik	3	Andrews	British str.	2950	Sept. 29	P. & O. S. N. Co.	S'pore and Bombay	Oct. 3.
Wong	3	Carstens	Ger. str.	29	Sept. 29	Jensen & Co.		
Wong	3	Mulkin	British str.	1227	Oct. 1	Jardine, Matheson & Co.		

Vessel's Name.	Agent.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aradisa	4	Schmidt	Ger. str.	6454	Sept. 19	Hamburg-America Linie		
Arreston Appeal	4	Levy	British str.	2981	Sept. 20	David Sassoon & Co., Ltd.	S'pore & Calcutta	Oct. 3.
Atlantic	4	Adams	British str.	1724	Oct. 1	13th. Livingston & Co.	Manila & Sydney	Oct. 4.
Australian	4	Garbutt	British str.	1719	Sept. 18	Oldwell & Co., Ltd.		
Blackbeath	3	Shorro	British str.	1312	Sept. 26	Melchers & Co.		
Borneo	4	Sembill	Ger. str.	1500	Sept. 7	Chinese		
Bourbon	3	Sisco	French str.	2975	Sept. 21	Jibb. Livingston & Co.		
Catherine Park	3	Copp	British str.	1012	Aug. 22	A. T. & Co.		
Child	3	Nielsen	Norw. str.	1012	Aug. 22	A. T. & Co.		
City of Birmingham	8	Watson	British str.	2164	Sept. 4	China Commercial S. Co., Ltd.	K'loon	
Clavering	3	Steele	British str.	1964	Sept. 29	Order		
Cranley	3	Cass	British str.	1964	Sept. 29	Order		
Dundas	8	Archibald	British str.	1423	Sept. 22	Jardine, Matheson & Co.	Vancouver (H.O.)	Oct. 18.
Duques of China	3	Arthur	British str.	1714	Oct. 1	J. & R. Marty		
Foehning	8	Arthur	British str.	1714	Oct. 1	Jardine, Matheson & Co.		
Germania	3	P. I. Serson	Ger. str.	1559	Sept. 11	Chinese		
Heimdal	3	Johnson	Norw. str.	702	Oct. 1	Indwell & Co., Ltd.		
Haimun	5	Rhosen	British str.	636	Oct. 1	Thomas Steamship Co.	Swatow & Foochow	Oct. 3.
Hellas	3	Rode	Ger. str.	1559	Sept. 11	Chinese		
Herman Menzoll	2	Bauer	Ger. str.	1559	Sept. 11	Chinese		
Holstein	3	Ninjahr	Jor. str.	985	Aug. 11	Chinese		
Hongkong	3	Parzoni	French str.	377	Oct. 1	J. & R. Marty	Haiphong	Oct. 4.
Kutaang	5	Bradley	British str.	1498	Sept. 27	Jardine, Matheson & Co.		
Kwanchah	2	Luot	Chi. str.	1536	Sept. 27	U. M. S. N. Co.		
Kwongseang	3	Baker	British str.	1423	Sept. 27	Jardine, Matheson & Co.	Shanghai	Oct. 3.
Laertes	3	Jackson	British str.	1340	Oct. 1	Chinese		
Lanchuan	3	Sperling	Jor. str.	2300	Aug. 7	J. & R. Marty		
Lanchuan	3	Sandbach	British str.	1092	Oct. 1	Jardine, Matheson & Co.	Manila	Oct. 6.
Lucia Vitoria	3	Boardman	French str.	830	Oct. 1	Mitao & Co.		
Madeleine Rickmers	3	Simonsen	Jor. str.	1020	Sept. 29	Butterfield & Swire		
Mercedes	3	McGregor	British str.	2923	Sept. 25	Admiralty		
Mongolia	3	Porter	Amer. str.	850	Sept. 25	P. M. S. S. Co.	Amoy & San Francisco	Oct. 6.
Phaklat	3	Demos	Jor. str.	1018	Sept. 26	Butterfield & Swire		
Polyneon	5	Rice	French str.	3643	Sept. 25	Messageria Maritima	Europe, &c.	Oct. 3.
Ponape	3	Martens	Jor. str.	125	Sept. 25	German Consul		
Sagami	3	Porter	Jor. str.	380	Sept. 25	Hamburg-America Linie	Haiphong & Haiphong Oct. 3.	
Sigat	3	Rendixson	Jor. str.	907	Sept. 27	J. & R. Marty		
Taihan	3	Laing	British str.	1122	Sept. 27	Bradley & Co.		
Taiyuan	4	Dawson	British str.	1469	Oct. 2	Butterfield & Swire		
Tean	4	Brown	British str.	1346	Sept. 28	Butterfield & Swire	Manila	Oct. 3.
Telomachus	3	Williamson	British str.	1379	Sept. 29	Chinese		
Tielstein	3	Andrews	British str.	2350	Sept. 29	P. & U. S. N. Co.	S'pore and Bombay	Oct. 3.
Wik	5	Cristens	Ger. str.	2350	Sept. 29	J. & R. Marty		
Woonar	3	Malin	British str.	1227	Oct. 1	Jardine, Matheson & Co.		
Sailing Vessels								
Andromeda	9	Deekes	B. 4-m. bk.	1750	Sept.	Standard Oil Co.		
C. Mobern	2	C. Dixon	British sh.	1638	Sept.	Standard Oil Co.		
Ecuador	2	Dickmann	G. 4-m. bk.	2193	Sept.	2nd Order		
Exchange.								
HONGKONG, October 2, 1905.								
On London—								
Bank, Wire	11/11	1/4						
30 days' sight	11/11	1/4						
4 months' sight	11/11	1/4						
Credit, 4 months' sight	11/11	1/4						
On Paris—								
On demand	242							
Credit, 4 months' sight	242							
On Bombay—								

Vessel's Name.	Age.	Captain.	Flag and Reg.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aradisa	4	Schmidt	Ger. str.	5454	Sept. 19	Hamburg-America Linie		
Araratian Appear.	4	Crey	British str.	2931	Sept. 25	David Sassoon & Co., Ltd.	S'pore & Calcutta	Oct. 3.
Astoria	4	McArthur	Amer. str.	990	Oct. 1			
Australian	4	McArthur	British str.	1754	Oct. 1	13thb. Livingston & Co.	Manila & Sydney	Oct. 4.
Blackbeath	3	McArthur	British str.	1719	Sept. 15	10dwell & Co., Ltd.		
Bernece	4	Sembill	Ger. str.	1312	Sept. 25	Melchers & Co.		
Bourbon	3	Sisco	French str.	1500	Sept. 7	Chinese		
Catherine Park	3	Copp	British str.	3075	Sept. 21	Jibb, Livingston & Co.		
Childar	3	Nielsen	Norw. str.	1012	Aug. 22	A. T. & Co.		
City of Birmingham	8	Wray	British str.	2644	Sept. 11	Order		
Claverley	3	Darton	British str.	2154	Sept. 6	China Commercial S. Co., Ltd.		K'loon D.
Cranley	3	Steele	British str.	2644	Sept. 6	Order		
Dundas	8	Casa	British str.	1364	Sept. 2	Dodwell & Co., Limited		
Empress of China	4	Archibald	British str.	4003	Sept. 20	P. R. Co.	Vancouver (H.O.)	Oct. 18.
Foehling	8	Arthur	British str.	1423	Sept. 22	Jardine, Matheson & Co.		
Germania	3	P. Ierson	Ger. str.	1714	Oct. 1	Jensen & Co.		
Heimdal	3	Johnson	Norw. str.	702	Oct. 1	Dodwell & Co., Ltd.		
Holstein	3	Johnson	British str.	636	Oct. 1	Douglas Steamship Co.	S'watoe & Foochow	Oct. 3.
Hullis	3	Rode	Ger. str.	1559	Oct. 1	Siemens & Co.		
Herman y Menzoll	2	Hansen	Ger. str.		Aug. 11	Chinese		
Holstein	3	Niehr	Ger. str.	985	Aug. 31	Jensen & Co.		K'loon D.
Hongkong	3	Fazzoni	French str.	377	Oct. 1	J. R. Marty	Haiphong	Oct. 4.
Kutang	5	Bradley	British str.	3169	Sept. 27	Jardine, Matheson & Co.		
Kwangtung	2	Lut	Chl. str.	1558	Sept. 27	P. M. S. N. Co.		
Kwongtung	3	Bradley	British str.	1438	Sept. 27	Jardine, Matheson & Co.	Shanghai	Oct. 3.
Laertes	3	Jackson	British str.	1340	Oct. 1	Chinese		
Lauchan	2	Spurling	Ger. str.	2300	Aug. 7	Jensen & Co.		
Lucia Victoria	3	Sandbach	British str.	1092	Oct. 2	Jardine, Matheson & Co.	Manila	Oct. 6.
Madeleine Rickmers	3	Boardman	French str.	830	Oct. 1	Muise & Co.		
Mercedes	3	Simonsen	Ger. str.	1020	Sept. 28	Butterfield & Swire		
Mongolia	3	McGregor	British str.	2323	Sept. 26	Admiralty		
Polynesia	3	Porter	Amer. str.	550	Sept. 25	P. M. S. N. Co.	Amoy & San Francisco	Oct. 6.
Polynesian	3	Porter	British str.	1018	Sept. 26	Butterfield & Swire		
Ponape	3	Hone	French str.	3648	Oct. 2	Messageries Maritimes	Europe, &c.	Oct. 3.
Segovia	3	Martens	Ger. str.	125	Sept. 7	German Consul		K'loon D.
Signal	3	Schonfeldt	Ger. str.	380	Oct. 9	Hamburg-America Linie		
Taiwan	3	Bendixsen	Ger. str.	907	Sept. 29	Jensen & Co.	Haiphong & Haiphong	Oct. 3.
Taiwan	3	Laing	British str.	1122	Sept. 27	Bradley & Co.		
Taiwan	3	Dawson	British str.	1460	Oct. 2	Butterfield & Swire	Manila	Oct. 3.
Taiwan	3	Williamson	British str.	1340	Sept. 27	Butterfield & Swire		
Taiwan	3	Williamson	British str.	1379	Sept. 20	Chinese		
Taiwan	3	Andrews	British str.	2950	Sept. 29	P. M. & U. S. N. Co.	S'pore & Bombay	Oct. 3.
Wick	3	Christens	Ger. str.	29	Oct. 2	Jensen & Co.		
Wong	3	Malin	British str.	1227	Oct. 1	Jardine, Matheson & Co.		
Sailing Vessels								
Andromeda	3	Deakes	B. 4-m. bk.	1750	Sept. 2	Standard Oil Co.		
Cornwall	3	Dixon	British bk.	1088	Sept. 2	Standard Oil Co.		
Esouder	3	Dickmann	G. 4-m. bk.	2183	Sept. 2	Order		
STEAMERS PASSED SUEZ CANAL.								
Supplied Through Routes.								
Fooking, Iran Sept. 1; Formosa, Serbia, 5; Kintuck, Chatham, Manning, try, Senegambia, 8; Calcutta, Poma, Acilia, Luthian, 15; Annon, Idomenus, J-pun, Kennebe, Princess Astia, Phacia, Shadwell, 10; Alesia, Benar, Deputa, Sanguis, 10; Indran, Prist, Elid, Friedrich, 22; Benmoh, Rivulaya, Sk. Hugo, Stenfor, Inkuba, 26; Amvond Bht. O. Perd Lactis, Indran, Mendu, us, Piragaye, Ostille, Durel, Munchen, Rugia, Prank, 29.								
Mails.								
The P. M. S. Co.'s s.s. China left Yokohama on Sept. 26th, and is expected to arrive at Hongkong on or about Oct. 8th.								
The C. P. R. S. s.s. Empress of Japan left Yokohama on Frid y afternoon, the 29th Sept, for Victoria and Vancouver.								
Steamers Expected.								
The C. P. R. Co.'s s.s. Tur left Yokohama on Victoria morning, the 24th Sept., for Victoria and Vancouver.								
The C. P. R. Co.'s s.s. Athenia left Vancouver on Monday afternoon the 18th Sept. for Hongkong, via the usual Ports of Call.								

Vessel's Name.	Age.	Captain.	Flag and Reg.	Tonn.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Aradia	4	Schmidt	Ger. str.	5454	Sept. 19	Hamburg-America Linie		
Arratoon Apoor	3	Adams	British str.	2931	Sept. 26	Davd Sassoon & Co., Ltd.	S'pore & Calcutta	Oct. 3.
Australian	3	MaArthur	Amer. str.	960	Oct. 1	Order		
Blackbeath	3	McArthur	British str.	1754	Oct. 1	13thb. Livingston & Co.	Manila & Sydney	Oct. 4.
Borneo	3	McArthur	British str.	1719	Sept. 15	15thb. J. & Co., Ltd.		
Bourbon	3	Simbell	Ger. str.	1312	Sept. 26	Mulchers & Co.		
Catherine Park	3	Sisco	French str.	1500	Sept. 7	Chinese		
Chidder	3	Copp	British str.	3075	Sept. 21	13thb. Livingston & Co.		
City of Birmingham	3	Nelson	Sw. str.	1012	Sept. 24	T. & C.		
Chavering	3	Nelson	British str.	2161	Sept. 29	Order		
Dundas	3	Steele	British str.	264	Sept. 29	Order		
Empress of China	3	Cass	British str.	1964	Sept. 2	Davdwl & Co., Limited	Vancouver (H.O.)	Oct. 18.
Foehling	3	Archibald	British str.	1003	Sept. 22	Jardine, Matheson & Co.		
Gormah	3	Arthur	British str.	1423	Sept. 22	Jardine, Matheson & Co.		
Haiman	3	P.erson	Ger. str.	1714	Oct. 1	15thb. J. & Co., Ltd.		
Hellie	3	Johnson	Ger. str.	702	Oct. 1	15thb. J. & Co., Ltd.		
Herman Manzoll	3	Robson	Ger. str.	638	Oct. 1	15thb. J. & Co., Ltd.		
Holstein	3	Rode	Ger. str.	1039	Oct. 1	15thb. J. & Co., Ltd.		
Hongkong	3	Hansen	Ger. str.	985	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Niehr	Ger. str.	985	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Wenzon	French str.	377	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Bradley	British str.	1419	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Chi	British str.	1538	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Baker	British str.	1423	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Johnson	British str.	1340	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Sperring	Ger. str.	2300	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Sandbach	British str.	1092	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Boardman	French str.	830	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Simonsen	Ger. str.	1020	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	McGrogan	British str.	2923	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Porter	Amer. str.	8	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Dumas	Ger. str.	1018	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Bree	French str.	3648	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Martens	Ger. str.	125	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Schonfeldt	Ger. str.	880	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Bendixson	Ger. str.	907	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Ling	British str.	1469	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Johnson	British str.	1346	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Williamson	British str.	1379	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Andrews	British str.	2950	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Carstens	Ger. str.	29	Oct. 1	15thb. J. & Co., Ltd.		
Kutang	3	Malin	British str.	1227	Oct. 1	15thb. J. & Co., Ltd.		
Sailing Vessels.								
Andromeda	3	Deeske	B. 4-m. bk.	1750	Sept. 2	Standard Oil Co.		
Carbmen	3	Dixon	British sh.	1038	Sept. 2	Standard Oil Co.		
Boader	3	Dickmann	G. 4-m. bk.	2183	Sept. 2	Order		
STEAMERS PASSED SUEZ CANAL.								
Supplied Through Routes.								
London.								
Bank, Wire, 1/11 1/2								
On demand, 1/11 1/2								
30 days' sight, 1/11 1/2								
4 months' sight, 1/11 1/2								
Credita, 4 1/11 1/2								
Documentary, 4 months' sight, 1/11 1/2								
Paris.								
On demand, 2/12								
Credita, 4 months' sight, 2/12								
On demand, 2/12								
New York.								
On demand, 4/8								
Credita, 60 days' sight, 4/8								
Bombay.								
Wire, 1/12 1/2								
On demand, 1/12 1/2								
Calcutta.								
Wire, 1/12 1/2								
On demand, 1/12 1/								

Vessel's Name.	Age.	Captain.	Flag and Reg.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Aradisa	3	Schmidt	Ger. str.	5454	Sept. 19	Hamburg-America Linie		
Armaton Appear	4	Chey	British str.	2931	Sept. 20	David Sassoon & Co., Ltd.	S'pore & Calcutta	Oct. 3.
Australian	3	Adams	Amer. str.	990	Sept. 21	Under		
Blackbeath	3	McArthur	British str.	1754	Sept. 11	J. Gibb, Livingston & Co.	Manila & Sydney	Oct. 6.
Burnee	3	Sembill	Ger. str.	1312	Sept. 25	Melchers & Co.		
Bourbon	3	Sisco	French str.	1500	Sept. 7	Chinese		
Catherine Park	3	Copp	British str.	3975	Sept. 21	J. Gibb, Livingston & Co.		
Childar	3	Nielsen	Norw. str.	1012	Aug. 22	A. T. & Co.		
City of Birmingham	3	Watson	British str.	90	May 14	Under		
Clavering	3	Steele	British str.	2154	Sept. 6	China Commercial S. Co., Ltd.		K'loon Du
Cranley	3	Steele	British str.	2154	Sept. 6	Under		
Dundas	3	Casa	British str.	1954	Sept. 2	Davidson & Co., Limited		
Empress of China	3	Archibald	British str.	1008	Sept. 26	J. R. Co.	Vancouver (H.O.)	Oct. 18.
Foehling	3	Arthur	British str.	1423	Sept. 22	Jardine, Matheson & Co.		
Germania	3	P. I.erson	Ger. str.	1714	Oct. 1	Hobbs & Co.		
Heimdal	3	Johnson	Norw. str.	702	Oct. 1	Davidson & Co., Ltd.		
Haitum	3	Johnson	British str.	936	Oct. 1	London Steamship Co.	Swatow & Foochow	Oct. 3.
Hornar	2	Hansen	Ger. str.	1559	Oct. 1	Siemssen & Co.		
Holstein	3	Nirjahr	Ger. str.	985	Aug. 31	Chinese		K'loon D
Hongkong	3	Pezzen	French str.	377	Oct. 1	J. R. Marty	Haiphong	Oct. 4.
Kutsang	3	Bradley	British str.	3169	Oct. 1	Jardine, Matheson & Co.		
Kwanan	3	Lupt	Chi. str.	1558	Sept. 27	J. M. S. N. Co.		
Kwongnan	3	Baker	British str.	1428	S. pt.	Jardine, Matheson & Co.	Shanghai	Oct. 3.
Laertes	3	Johnson	British str.	1840	Oct. 1	Chinese		
Lauchuan	3	Spelling	Ger. str.	2300	Aug. 2	Johnson & Co.		
Lucia Victoria	3	Sandbach	British str.	1092	Oct. 1	Jardine, Matheson & Co.	Manila	Oct. 6.
Madeleine Rickmers	3	Boardsman	French str.	830	Oct. 1	Musso & Co.		
Meredith	3	Simonsen	Ger. str.	1020	Sept. 29	Butterfield & Swire		
Mongolia	3	McGregor	British str.	2923	S. pt.	Admiralty	Amoy & San Francisco	Oct. 6.
Naklat	3	Porter	Amer. str.	850	Sept. 25	P. M. S. N. Co.		
Nepos	3	Demos	Ger. str.	1078	Sept. 26	Butterfield & Swire		
Polyneis	3	Demos	French str.	3548	Sept. 2	Messageries Maritimes	Europe, &c.	Oct. 3.
Prinzess	3	Spelling	Ger. str.	125	Sept. 7	German Consul		K'loon D
Regina	3	Schoenfeldt	Ger. str.	850	Oct. 1	Hamburg-America Linie		
Signal	3	Bendixson	Ger. str.	907	Sept. 29	Johnson & Co.	Haiphong & Haiphong	Oct. 3.
Taihan	3	Laing	British str.	1122	Sept. 27	Bradley & Co.		
Taiyuan	3	Dawson	British str.	1460	Oct. 2	Butterfield & Swire		
Tean	3	Brown	British str.	1346	Sept. 30	Butterfield & Swire	Manila	Oct. 3.
Telemachus	3	Williamson	British str.	1379	Sept. 30	Chinese		
Tientsin	3	Shindor	British str.	2350	Sept. 29	P. M. S. N. Co.	S'pore and Bombay	Oct. 3.
Wak	3	Crestens	Ger. str.	29	S. pt.	Johnson & Co.		
Wenz	3	Malin	British str.	1227	Oct. 1	Jardine, Matheson & Co.		
Sailing Vessels								
Andromeda	3	Deakes	B. 4-m. bk.	1750	Sept. 2	Standard Oil Co.		
C. M. Green	3	Dixon	British str.	1038	Sept. 2	Standard Oil Co.		
Ecuador	3	Dickmann	B. 4-m. bk.	2193	Sept. 2	Under		
Exchange.								
SUPPLIED THROUGH EXCHANGE.								
Bank, Wire, ...								
On Demand, ...								
On Demand, ...								
On Demand, ...								

SHARE LIST.—QUOTATIONS.
October 2, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp.	10,000	2	125	80 1/2, buyers & sellers
National Bank of China, Limited	99,998	2	1	London, 299.10
MARINE INSURANCE.				
Canton Insurance Co., Ltd.	10,000	250	6	327 1/2, buyers
China Mutual Insurance Co., Ltd.	94,000	68.33	26	33, sellers
North China Insurance Co., Ltd.	10,000	2	15	7 1/2, 82, buyers
Union Insurance Society, Ltd.	10,000	250	100	3780, buyers
Yangtze Insurance Association, Ltd.	8,000	170	60	812 1/2
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	90,000	9	100	27 1/2, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	9	250	50, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	9	50	116 1/2, buyers
Geo. Fenwick & Co., Limited	18,800	9	25	27 1/2, 1835
New Amoy Dock Co., Ltd.	10,000	10	67	67, sellers
S. C. Farman, Boyd & Co. Ltd.	55,700	Ts.	100	Ts. 144, buyers
STEAMSHIP, ETC.				
H'kong & Whampoa S. S. Co., Ltd.	80,000	9	25	35 1/2, sellers
Regent Steamship Co., Limited	90,000	9	50	152, ex div.
H. K. & N. Y. Steamboat Co., Ltd.	80,000	15	16	227, a/c & sellers
Indo-China S. N. Company, Limited	60,000	2	10	185
Star Ferry Company, Ltd.	10,000	2	10	183, sellers
Shell Transport & Trading Co. Ltd.	10,000	2	10	225, sellers
Taku Tug and Lighter Co., Ltd.	8,500	10	50	21 1/2, sellers
Shanghai Tug & Lighter Co., Ltd.	100,000	Ts.	50	Ts. 50, sellers
do. Preference	100,000	Ts.	50	Ts. 50, sellers
SUGAR.				
China Sugar Company, Limited	20,000	2	100	11, 2280
Lozon Sugar Company, Limited	7,000	9	120	1151, buyers
Park Sugar Cultivation Co., Ltd.	7,000	Ts.	50	Ts. 70
WHEAT.				
H.K. & Kw. Wharf & Godown Co.	80,000	9	50	1101, sellers
Shanghai and Hongkong Wharf Co.	10,000	9	100	1187 1/2, buyers
18,000	9	100	1187 1/2, buyers	
15,000	9	100	1187 1/2, buyers	
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	9	100	312 1/2, sellers
Shanghai Land Investment Co., Ltd.	52,000	10	50	122 1/2
Kowloon Land and Building Company	8,000	9	50	340, buyers
Wei-helwei Land & Building Co., Ltd.	8,754	Ts.	25	Ts. 12, buyers
Thompson, Estate & Finance Co.	155,000	10	50	112 1/2, buyers
West Point Building Co., Limited	12,500	9	50	355
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	1	100	111, buyers
MINE.				
Société Française des Charbonnages du Tonkin	16,000	Ts.	250	1490
Raub Aust. Gold Mining Co., Ltd.	200,000	1	1	1810 1/4
HOTELS.				
Hongkong Hotel Company, Ltd.	10,000	9	50	1147
Astor House Hotel Co., Ltd. (Tientsin)	2,000	Ts.	50	Ts. 135, sales
Astor House Hotel Co., Ltd. (Shanghai)	9,000	Ts.	25	1314
DRUGGISTS.				
A. S. Watson & Co., Limited	90,000	9	10	114 1/2, buyers
Watkins Limited	10,000	9	10	17, sellers
WINE.				
H.K. and China Gas Co., Limited	7,000	2	10	1175, buyers
Shanghai Gas Company, Ltd.	8,000	Ts.	10	Ts. 122 1/2, buyers
Hongkong Electric Co., Limited	30,000	9	10	1152
New Electric (new issue)	30,000	9	10	1192
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	150,000	9	10	122, sellers
IRONCLAD.				
Ball's Asbestos Eastern Agency, Ltd.	8,604	S	19 1/2	19 1/2, buyers
United Asbestos Oriental Agency, Limited	10,000	9	10	19, buyers
10,000	9	10	19, buyers	
Hk. Steam Water-hat Co., Ltd.	15,000	10	10	114 1/2, sellers
Hongkong Dairy Farm Co., Ltd.	25,000	9	7 1/2	112 1/2
Hongkong Ice Company, Limited	5,000	9	25	112 1/2, sellers
Shanghai Waterworks Co., Ltd.	7,200	2	80	120, buyers
H'kong Rope Manufacturing Co., Ltd.	10,000	9	50	1152
Hongkong Cotton Spinning Co., Ltd.	225,000	10	10	114 1/2, sellers
20 Cotton Spinning and Weaving Co., Ltd.	20,000	Ts.	50	Ts. 53, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Ts.	75	Ts. 44
Loon-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Ts.	100	Ts. 50
Soy Chee Cotton Spinning Co., Ltd.	2,000	Ts.	500	Ts. 250, buyers
China Provident Loan Mortgage Co., Ltd.	200,000	9	10	119
China Bore Company, Ltd.	60,000	9	10	111 1/2
Campbell, Moore & Co., Limited	1,200	10	10	139
Wm. Powell, Ltd.	12,000	9	10	112, buyers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,000	9	50	121, buyers
South China Morning Post	8,000	9	25	120, sellers
OIL.				
Philippina Co., Ltd.	97,500	10	100	123, sellers